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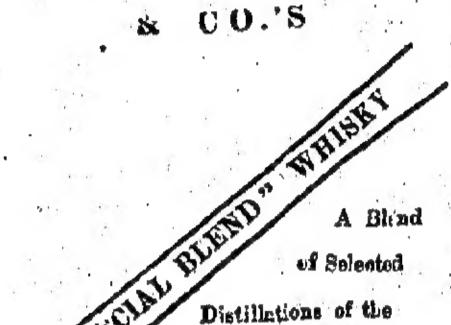
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MANAGER. Hongkong, 31st October, 1902.

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already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESE should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address : Phiss. Codes : A.B.C. 5th Ed. Lieber's

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HONGRONG, SEPTEMBER 20TH 1905.

CHINA, like MARK Twain's glacier, is indeed moving, although without any very apparent stir. The Imperial Decree summarily abolishing the ancient fashion of competitive literary examinations will perhaps in days to come be recognised as an important landmark in the history of the neighbouring vast empire. It was one of the proposed reforms that got the Emperor Kwano Hsu into trouble with his ultraconservative aunt; and there is some temptation to speculate as to the Dowager. Empress's present feelings with regard to the Ministers whose joint recommendations are responsible for it. These are mentioned as YUAN SHIH-KAL, CHAO ERH-SEN, CHANG CHIH-TUNG, CHOO FU, TSEN CH'UNusuen (the new noting Viceroy of the two Kwang) and Tuan Fanc (dovernor of Hunan). Not one of these names is unknown to the foreign reader of Chinese news; and in combination, they appear to have over-awed the cantankerous old: lady at Peking, whom we shall never suspect of any weakening in her attitude towards changes of any kind. This particular departure from the traditional practice must have appeared very obnoxious, indeed, in her eyes, for it has been the glory of the nationthat in these examinations any diligent scholar, of whatever social class, might find the open sesame to rank and wealth and power. It is suspected, notwithstanding the elaborate precautions, that the best students did not always win; and that not all the winners received the rewards they were led to expect. It is a question now whether the change is wholly or country.

only partially reformatory. As breaking the crust of hereditary prejudice, it is something to be thankful for; but we do not think the decree is what young Kwans Hsu would have passed while under the advice of KANG YU-WEI. His idea, it will be remembered, 'was not to abolish the examinations but to remodel them; and the intended objects. modifications are sufficiently indicated by his allusion to "empty and useless knowledge, which has no practical value in the crisis we are passing through." The uninformed reader can fairly estimate the quality of the qualifying fore thus stigmatised by picturing to himself a British parliament, Standard Seven youths who had memorised the maximum number of the adages at the head of the old-fashioned copy-books, the whole of Proverbs, and as many of the more hackneyed quotations from Shakespeake as was possible. The Chinese official of yesterday, whatever the nature of his office, had to be a sort of numated "Confucian Birthday Book," with a suitable quotation for every day, or better still; for every incident of every day. This was always BASS' ALE, GUINNESS' STOUT, amusing to write and read about; but it was painful politically; for those who hoped to see China taking her place among the living. England herself, from her men of affairs, long ago insisted upon something more than tags from Houser or Vincini. The element for similes is stillfelt; but our orators new make their own or use popular ones in the vernacular. "Fire is a good servant but a bad master" is better than " Nee sersum meliorem ultum, () nee, deteriorem dominum fuisse; " it is sooner said; conveys exactly the same point; and frees the speaker (or writer) from any suspicion of pedantry. The old Chinese system was to rear a tribe of pedants, who, like all pedants, were astonishingly ignorant 12 ., splits \$28 ., splits \$2.40 of practical modern affairs. The decree, which contains an allusion almost identical with the stock argument of the pedagogues who still favour classicism in England, has been

> "B-fore the era of what is termed the Three Dynasties, men for office were selected from the schools, and it must be confessed that the plan produced many talonted men. It was, indeed, a most successful plan for the creation of a nursery for the disciplining of talents and the moubling of character for our empire of China. Indeed the examples before us of the wealth and power of Japan and the countries of the West have their foundation in no other than their own schools. Just now we are passing through a crisis fraught withschillenties and the country is most urgently in want of what of talents and abilities (of the modern sort). Owing to the fact that, of late, modern methods of education have been daily on the increase amongst us, we repeatedly issued our commands to all our Viceroys and Governors of provinces to lose no time in establishing modern schools of learning in such number that every member of this Empire may have the means at these to study and leavn something substantial in order to prepare himself to be of use to his country. have, indeed, thought deeply on this subject.

translated in part as follows: -

spread of modern education by the establishment of a number of schools, we must first abolish the old style of studying for the examinations. . . . We, therefore, hereby command that, beginning from the Ping-wu Cycle (1906), all competitive examinations for the diterary degrees of Chüjen and Chinshih (Muster of Arts and Dector) after the old style shall be henceforth abolished, while the annual competitions in the cities of the various provines for the Hsints'ai (Bachelor of Arts) or ligantiate degree are also to be abolished at once, The e possessors of diterary grades of the old style Chiljen and Hsiuts'al who obtained their degrees prior to the issuance of this decreeshall be given opportunities to take up official rank according to their respective grades and

Hence if we desire to see the

Much as we admire the philosophy o Confuctus, we have to admit, with Dr. LEGGE, that he "makes no provision for the intercourse of his country with other and independent nations." The literati are no doubt bright ornaments of their own circles; but in her Foreign Office and elsewhere, China has need of men such as Japan has in Baron Komuna and Baron Sone. To get such, her educational system must be reformed in some such way as Japan's was. We hope this historical decree may prove to be a step that word.

One dog-shooter in Penang is said to have accounted for "an average of four Chinamen to every dog."

The rate of interest on advances in Osaka (at the beginning of this month) had risen to nearly ton per cent per annum.

The charitable public will recognise ar annual opportunity of doing good, in announcement (appearing elsewhere in this paper) of a sale of work at the Italian Convent.

The Emperor and Enipress of Germany, at Stattin, named a new liner which is to be added to the fleet of the Hamburg-Amerika Linie. This company intends to open a new passenger service to the Fur East.

Mr. L. E. Davis, manager for Messrs. Arthur & Bond at Kobe, whom we reported to be charged with embazzlement, has been sentenced to a month's imprisonment, but the execution of the sentence is deferred for two years. This is the Japanese way of getting rid of an unpleasant responsibility; the accused has ample opportunity to settle his affairs and leave the

The following has been given as a translation TELEGRAMS. of a curious remark by the officially inspired Kokumin :- We refrain for the present from declaring whether the peace was concluded on humanitarian dictates only or whether there was any other necessity to couse the war. Suffice it for the present to say that we stopped the war because we had accomplished its main

Referring to our recent comments on the appreciated value of property belonging to public companies in Hongkoug, the Japan shipment for Siberia. Chronicle says: -- Our contemporary might have also adduced the case of the Hongkong and Shanghai Bank, which for years has pursued the policy of writing down its property account . While this is in one way a laudable policy, yet and all the Government offices, filled by it certainly has the defect of emeraling rather than disclosing the actual position of a jublic

> The attention of lady readers is advised in the case of the Rev. F. T. Johnson's advertisement appearing in another column. There are to be two courses of lectures, one on First Aid to the Injurid, the other on-Home Naming, in connection with the St. John's Ambulince Arsociation. Those who have already earned certificates will not require persuation to day for megallions; and the usefulness of the Association's work is now admitted by all who know anything about its results.

In connection with the visit of T.R H. th Prince and Princess of Wales, Mr. Sassoin J. David, senior partner of the firm of S. J. David & Co., Hongkong, Sheriff of Bombay, has given Hs. 15,000 to the funds for the Museum scheme and Rs. 5,000 for festivities during the Royal visit to the City. Mr. Currimbhoy Ebrahim. who has already given three lakhs to the Museum Fund, has contributed a further Rs. 5,000 for the celebration festivities. - Times of India.

It has become proverbial in the colony that when a Chinese, constable is dismissed the reason he advances for his disgrace is that he was asleep on duty. The complainant in a case before Mr. Hazsland yesterday on being cross examined as to his connection with the police force toudered the same excuse and explained that he "sleepee walkee." Thi provoked the Court to smiles and an officer in a reminiscent mood was heard to relite that some years ago an Indian policeman went to sleep while patrolling his beat and walked into

the harbour and was drowned.

We are informed that the consecration of the Right, Rev. Monseigneur Domenico Pozzoni will také place on Sunday, the 1st praxime, by the Right, Rey. Bishop Menscatti, of House, assisted by two other Bishops. The coremony will commence at Sam., followed by a Solumn Pontifical Mass. The church celebrates the feast of the Holy Rosery on this same day, so that in the evening a grand Procession of the Viegin of Rosary will take place in the compound of the Roman Catholic Cathedral. We also understand that addresses to the new Bishop will be presented by the different congregations and Catholic Institutions after the High Mass.

An interesting study in the psychology of crime is provided in a case reported from Number. The prisoner was accused of having robbed his employers, during a number of years, of amounts totalling more than £20,000. As appeared in the evidence, he had expended the whole sum in the formation of an art-gallery which, at the time of his arrest, contained such items as paintings of the Newpolitan Settementor. others by well-known modern painters; falonce, chiefly of the eighteenth century-statuary, and so forth. Meanwhile, he had been stinting himself of every luxury, providing himself with only the barest necessities, spending his whole income, whether honestly or dishonestly come by, in the purchase of these works of art; with the intention of bequeathing them to the

What a lot of opinions, there are about the evils of tea-drinking. Many people believ milk spoils the toa and increases the harm the popular beverage is supposed to do. In this they are in opposition to the opinion of the Lancet. "The use of plouty of milk with tea," says the Lancet, "is a precuntion and must be regarded as a sound physiological proceeding, since the proteids of milk destroy astringency and probably prevent the otherwise injurious action of tannin on the mucous membrane of the stomach. In the intestinal juice the proteids are separated and the tannin probably combines with the sodium salts. The immed erate drinking of tea is an unquestionable evil but, on the whole, we are inclined to think that the evils of tea-drinking have been exaggerated. The real difficulty is to convince people that a lightly drawn infusion gives them their money's

It will interest Hougkong swimmers to note that recently the English long-distance swimming championship was contested, the course being from Kew to Patuey, a distance of five inites. Among the competitors were-Jarvis (who has won the race seven years in succession), Billington, and the Australian, Kieran. More than ordinary interest was centred in the race, as Kieran was thought to be "at home" at this distance. From the start Billington (the English one-mile champion) took the lead, and although Kieran made several brilliant efforts, the leader always had his men well in hand, and eventually won a spleudid race by a few yards from Kieran. Jarvis (the holder) was third, about ten yards behind the winner. Billington thus won what is the hardest of all the championships, in the fast time of I hr. 8 min. 55 secs. It may be remarked that the winner uses an ordinary over-arm stroke and has a powerful leg-kick.

REUTER'S BERVICE.

THE RUSSIAN VOLUNTEER FLEET.

LONDON, 17th September. The Russian Volunteer fleet is resuming the East Asiatic service, leaving Odessa on the Russo-Chinese Bank from their countrymen Wednesday for Nagasaki and Vladivostock. An enormous quantity of goods is awaiting

M. ROMURA.

LONDON, 17th September. M. Komura's illness has taken a favour

NORWAY AND SWEDEN.

LONDON, 17th September. It is understood that the delegates Norway and Sweden have arrived at a compromise, to the great satisfaction and relief of both capitals.

THE NAPHTHA INDUSTRY.

LONDON, 17th September. The Tsar has ordered the assemblage of

a representative conference, presided over by the Minister, of Finance, to consider measures to revive the naphtha trade, and also for the concentration of a sufficient number of troops to guarantee order at the

THE "LIENSHING" IN COLLISION:

Nove has been received in Shanghai from the neath of a collision which occurred in the between the L.-C. S. Lieushing and the Chinese steamer Teho No. 2, the property of Messre. Ching Kee and Co. The Teho, a small steamer of 350 tons, and about thirty years old, It appears that on the evening of the instant the Livershing was crossing Taku Bar on her voyage from Tientsin to thefoo, and at the same time the Chinese str. Teho. No 2 was entering the river on a voyage from Chefoo to Tientsin. The Tcho was proceeding at a high speed, and as the vessels approached each other it soon became evident that a collision would be inevitable. - In order to ease the collision as much as possible. Capt. Wright of the Lieushing altered his course and run his ship ashore, but it was too late, and the Teho struck the Lienshing on the starboard side close to the bow, starting and buckling a number of the latter vessal's plates and booding her stem badly. A fow minutes after the impact, it was seen that the Teho was in sinking condition and settling down quickly. The Lienshing immediately lowered bouts, and a tow-boat also rendered assistance, with the result that all the passengers and crow of the Teho were rescued, not a single life being lost, A few minutes later the Tcho sank. Early next morning the Lienshing was refloated and after a few temperary repairs left for Chefoo and Weihaiwei. She left Weihaiwei on the 10th instant and arrived here early, yesterday morning. After discharging carge at the Hungkow Wharf, she went into the Old Dock for

KWANG ROBBERS.

An important telegram has been received from Ping-Ngok Fu, Kwangsi, to the effect that a large gang of bad characters has made a sudden appearance in Ho-Hsien, of Ping-Ngok Fu. pillaging the surrounding villages and inviting the people to join them by force or by threat. The well-to-do citizens are also compelled to bribe them by providing provisions, otherwise they would be robbed and murdered. The mob is threatening the city of He Hsim and the Prefect of Ping Ngok Fu has sent, in reply to the request of the magistrate of the former, the garrison of the latter to the scone. The Canton authorities are asked to send reinforcements thither at once. The report that the banditti soized the city of Shek-Shing-Heien, in the province of Kiangsi, north of Kwangtung, is somewhat exaggerated: The Paotai of Cheung-Nam reports that a Shou Tsoi (i.e. B.A. degree) surnamed Man was arrested sometime ago and sentenced to two years' imprisonment charged with making squeezes and bullying other people. The clausmen of the prisoner, numbering several hundred, climbed over the wall of Shek-Shing-Hsien and broke into the prison one night. They succeeded in releasing the prisoner, after shooting one of the guards. Two other important prisoners also took the opportunity to make good their escape, hence the rumour that the city fell into the hands of the rebels.-Chang Ngoi San Po.

AN ADMIRABLE CHINESE " OLLENDORF."

We have received (says at C. Daily News) a little pumphlet of ninciper pages, Part III. of a series arranged account to the Gouin system, by Roy Scott Anderson, of Scochow University, Mr. Anderson is not only an educationist but a humorist as well, and some of his lessons are amusing. The following for instance sets out the story of "a young man who wants to be an official :-His father is very rich.

He is proud of his son. He gues to Peking. He buys the rank of a District Magistrate. The boy is proud of his rank. He must leave his native province. He goes to Hunan. He waits for years. There is no vacancy. Soon his father dies. The son receives the whole estate. He mourns for his father three years. He sends \$30,000.00 up to the throne. They immediately make a vacancy. He becomes an active official.

He is then given the position of Shanghai Laotai. He acts as Taotai three years. He has added \$600,000, to his estate. Then he retires on account of bad health. CONVERSATION. A. Do you know Chang?

He gives the throne another \$100,000.00.

B. Yes. I have known him a long time. A. Ho is now Shonghai Taotai. B. That man is always having good luck. A. I am sure he'll get as much out of it

possible. B. Yes they say he made \$50,000.00 during the first three months.

CANTON.

(FROM OUR CORRESPONDENT.)

Carton, 18th September. On the 15th instant the boycott committee

here announced that they received a cable remittance of three thousand dollars through in San Francisco. It is said that since the commencement of the hoycott in Canton U Cantonese people in America have remitted over thirty thousand dollars.

COUNTERFEIT COINS AND MACHINELY. Recently the authorities of the Fa Yuen dis trict received information that a certain ma in the Shek We village of that district had extent of several hundred dollars every day. The Fa Yven Magistrato deputed an officer with twenty braves to visit the house, where they seized eight pieces of machinery for stamping coins and a considerable quantity of counterfeit money. They also arrested several men, one of whom, named Tong Sik Tong, was supposed to be the owner of the house. The prisoners were all brought to Canton yesterday and will shortly be tried by the Poon Yii Magistrate.

A GRATIFYING HONGKONG PRODUCT.

The recent severe illness of the Viceroy has been the occasion among the he people of calling to mind the work he has accomplished since he succeeded the weak-kneed Tak Sau, but from the foreigners' point of view Viceroy Shum has cartainly owed his reputation to the ability with which he has been assisted by his chief interpreter and foreign deputy Tao tai Wen. Tenng Yao. Although not educated abroad Mr. Wen has displayed a thorough knowledge of foreign affairs and is an honour to the Queen's College of Hougkong, where Peiho river, above Tangku on September 7th | he acquired his education. His post, which brings him into close and constant touch with the head of the Two Kwang, is far from being a sincoure, as besides his duties as a lviser for was bound for Tientsin and Newchwang. foreign affairs he fills several other onerou positions, such as Director of the Cantou-Hankow Railway. Director of the Imperial Chinese Telegraphs, Director of the Telephone, Inspector General of Schools and Colleges, and Acting President of the Cheong Pin Hak Tong (military college for the training of officers). And in all his duties he has proved himself au official of uncommon and varied ability. Mr. Wen is a proof that where there is the material and genius the Government College of Hongkong can give a man a training fit for the highest spheres of life. Much of his work is little known, as for instance the settlement of the serious Amoy railway trouble between the Chinese and the Japanese, which was a cause of much anxiety in high official circles owing to the murder of several Japanese subjects connected with the building of the line; and the more recent arrangement with the Canton Electric Light Company in which he proved he was as thoroughly at home in figures as in diplomatic affairs. With his long list of cumulative appointments, one would scarcely believe that. Taotai Wen has barely turned thirty. He is equally popular amongst the Chinese and foreigners, is a hard worker as may be expected, and is especially noted for his modest character. Foreigners have pleasure in dealing with an official of such progressive mind, and if China possessed many men of this type she would rapidly loss her reputation of a backward, ignorant and arrogant nation.

ROYAL HONGKONG GOLF CLUB.

The Competition for the Ross Farewell Cup was held on the 16th to the 18th September when the following returns were made.

ROSS FAREWELL CUP. Mr. C. M. G. Burbie ... 78 + 1 -- 79 ... 89 -- 10 -- 79 Mr. E. D. V. Pare Mr. C. E. H. Beavis ... 82 - 2 = 80 Mr. W. D. Kraft 112 --- 8 == 84 ... 92 — 8 = 84 Captain J. Douglas Mr. T. S. Forrest 82 + 4 == 86 95 - 9 == 86 Mr. T. C. Gray Mr. C. Forsyth 100 - 10 = 90 Mr. T. S. Forrest won the Pool with the fine score of 74 + 4 == 78.

GERMANY CLINGS TO COVETED CONCESSION.

A Pelcing telegram to the N.-C. Daily News states :- The German Minister has notified the Waiwupu that his Government is not prepared to surren ler the concession for the Tientsin-Chinkiang railway, and thus the efforts of the Shantung gentry to have the railway built under Chinese control have been fruitless.

JAPANESE COMMERCIAL MEN AND THE PEACE.

VIEWS OF MR. KONDO.

Some of the prominent commercial men in Japan do not regard the future of the country as seriously affected by reason of the absonce of any indomnity. We have already given the views of the President of the Tokyo Chamber of Commerce, who welcomes the peace, and the Japanese papers now publish the opinions of the President of the Nippon Yusen Kaisha, M. Kondo, who, while deploring the loss of any compensation from Russia, looks to the rich territory in which Japan is now dominant to reward the Japanese for their sacrifices during the war. Japan may find it difficult to meether liabilities for some years to come, but by steady application to the work of commercial development these difficulties will gradually grow less.

- In the autumn of 1903 Mr. Kondo visited Manchuria, Korea, and Vladivostok, and having Drum studied the cituation saw that Japan's future in Korea and Manchuria would be seriously menneed with Russia occupying the dominant position she then did. The war, he says, has altered everything-Kerea is now under the protection of Japan, the Linotung peninsula has been recovered, the Chinese Eastern Railway is in the possession of Japan, and all obstacles to Japan's progress in Korea are now removed. With the prospects viewed in such a light the outlook cannot be regarded as dark. -Japan Chronicle.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on the 19th September at the Board Room. Hon. Dr. F. Clark (President) presided, and there were also present : Major Josling, Dr. W. W. Pearse, M.O.H. Mr. E. Irving, Mr. H. E. Pollock, K.C., and Mr. A. Rumjahn. KOWLOON ODOURS.

The Government's reply to the Board's recommendations with regard to this question was as follows :- With reference to the recommendations of the Sanitary Board relating to the mitigation of certain nuisances in Kowloon. and submitted by the President in a minute dated the 6th instant, the reclamation of part of Hunghem Bay is under the leonsideration of been manufacturing counterfeit coins to the the Government, and in the meantime the extension of the sower out-falls will be put in band as soon as funds can be made available. The reconstruction of the street gullies in Kowloon will be undertaken as soon as those in Victoria have been replaced by gullies of the new type With regard to the report of insufficient latrine and urinal accommodation near Tsimchatsoi Point, a urinal is in course of coastruction there; and the Board is asked to suggest a site for a latein, which would be convenient and at the same time not likely to cause offence, and so result in a petition for its removal as soon as it commences to be used. The Board should communicate with the Hongkong and Kowloon Wharf and Godown Company, who employ a very large proportion of the coolies working at Tsimehatsoi Point, with regard to the provision of ample urinal and latring accommodation for these coolies within their premises, and as far as possible from the public thoroughfares. His Excellency has noted the first resolution passed by the Board at their meeting held on the 22nd August re manuring of gardens near public highways, and will be glad to receive a report at the end of the year as to how far the instructions issued to the Board's officers have proved effectual in mitigating the offensive . odours arising from these gardens.

The PRESIDENT-The Governmentasks that the Board should recommend a site for a latrine at Tshuchatsoi Point. I move that the matter be referred to the M.O.H. to report on, and recommend a site.

Mr. Pollock seconded the motion, to which the members present agreed.

KOWLOON CONSERVANCY CONTRACT.

The scavenging and conservancy contract for Kowloon for 1966-1907 was considered in committee, when several amendments were made On the Board resuming, the PRESIDENT moved that the conditions of the contract as amended in committee be adopted and forwarded to the Governor for his approval.

Mr. Pollock seconded and the motion was

WATER ANALYSIS.

Mr. Frank Brown, Government analyst, reported that the result of his analysis provedthat the water was of excellent quality. MORTALITY STATISTICS.

The percentage of deaths for the week ending 26th August, death rate per 1,000 per annum. was 225 as against 17.6 for the corresponding week of last your. This percentage was of the British, foreign and Chinese community. excluding the navy and army. LIMEWASHING.

For the fortnight ending 12th Santambar 1.412 houses were limewashed in the eastern and 3,534 in the central district.

RAT RETURN. For the week ending 9th September 516 rates were caught, of which 26 were found to the infected. 22 out of the 584 rats caught for the week ending 16th instant were infected.

THE APPROACHING TYPHOON.

General Bragg, the American Consul here. is informed by the Manila Observatory people that a cyclonic centre crossed Luzon about the 18th meridian. It was travelling almost exactly westward. The warning was dated at four p.m. on Monday.

CORRESPONDENCE

YOUNG MEN'S CHRISTIAN ASSOCIATION.

TO THE EDITOR OF THE "DAILY PRESS." DEAR SIR,-In this morning's issue of your

paper it is stated that the meeting of members of the Y.M.C.A. on Monday evening unanimously recommended the committee of management to admit to membership men of both the Navay and Military service. As there we a wide divergence of opinion in regard to the resolution I wish to deny this. ONE PRESENT.

September 19th. 1905. . We are sorry to hear we were misinformed as to the unanimity. It ought to have been unanimous, ought it not? What are the real objects of the Y.M.C.A.? Is it not desirable.... that our soldiers and sailors should be associated with Christian young men? Or has the association degenerated into an exclusive social club? We ask with a sincere desire for more light.—Ed.

WEATHER REPORT

The Hongkong Observatory yesterday issued the following report:-On the 19th at 7.25 a.m. Orders issued to hoist the Black Cone point downwards and

At 11.45 a.m. The barometer is fulling slowly along the S. coast of China, and rising in Luzon. The typhoon appears to be situated about 250 mil's to the S.E. of Hongkong and apparently moving slowly N.W. It. however. is still showing a tendency to recurve to the N.E. Bad weather is will indicated in the Formosa

Channel and the N.E. part of the China Sea. Forecast :- Strong N. winds; squally. Owing to the cable bein interrupted the important observations from Gap Rock are not

CONTRIBUTED. Last evening a very fine concert was given in the above named Institute. Miss A. Guy and friends, assisted by the Kowloon Dock Orchestra, rendered a very good programme. The people of Kowloon and Hongkong must have expected something good, for the hall was i packed, people even taking up standing room on the kindings and versudah. The concert. opened with a rendering of " Fairy's Wedding" by the Orchestra; this was well executed, the andience applieding loudly. Next, a song " Pansy Faces" by J. Witchell, which was well received. This was followed by a banjo solo "To The Front" by R. Lapsley ; this piece was well executed in spite of the fact that the performer had to stop to tune up owing to the keys of the lanjo slipping. Then there was a song, "The Skipper," by Mr. J. Gow. This gentleman has a very line bass voice and rendered his song in line style, the audience being very appropriative. The next item was a 'pianoforte duet by the Misses Stewart and Parker, and considering the fact that the piano was not all that could be desired, these young ladies neguitted themselves admirably. Followed now the song your Mother in, Mollie Malone?" by Mr. L. J. Sibbitt Mr. Sibbitt is a well-known figure at concerts; he sung his song splendidly, and the audience applauded loudly. Next item was a flute solo by Mr. C. D. Sifas. This gentleman's playing is so well known to the residents of Hongkong that it would be superfluous to comment upon it. It was followed by the song "Coo" (from the Country Girl) by Miss Q. Lambert: the audience were very partial to this song and demanded an oncore. Although it was recognised that there were to be no encores, owing to the length of the programme, this young lady again sang "Under the Deodar" and was again well rewarded by the appreciation of the audience. A pianeforte selection by Miss A. Graham showed that this talented young lady is quite an acquisition to the Colony. Next was a song, "There ain't another Daddy in the World like Mine," by Mr. Crawford, the audience joining in the chorus heartily. Following this came a "Nautical Medley" by the Orchestrandafterite | claim is not for goods sold and delivered, but song "Loch Lomond" by Miss A. Guy. This little lady has a remarkably sweet voice and rendered her song beautifully, in fact it was considered the chef d'anyre of the evening. After a piccole solo by Mr. C. D. Silas, which was very well executed, came the song "Queen of the Earth" by Mr. Ramsay. Some little amusement was caused by the singer losing his place on the music sheet and not being able to find it for some moments. The next item was a song "I can't fell why I love you, but I do" by Mr. R. Witchell, who was assisted admirably by the audience. This was followed by the song "Nancy Lee" by Mr. J. Gow, sung in his usual fine style. The chorus was lastily sung by the sailor element of the audience.

The singing of "God Save The King" brought a very enjoyable evening to a close.

The Dock Orchestra was composed as follows: -Piano, Miss M. Stewart: Violin (1) Mr. J. J. Sibbit, Violin (2) Mr. Brooks and Mr. Stewart Celle, Mr. Taylor; Flutes, Mr. Duncan and Mr. Silas; Piccolo, Mr. Lapsley; Accompanists. Misses Chraham, Stewart and Guy.

A PORTUGUESE WRECK ON NAN-TCHEOU.

From a private source we have been able to glean a few belated details concerning the stranding of the steamer Hoi Ching, a small steamer running between Hongkong, Macao and Kwanchauwau, during the typhoon of the 30th and 31st ultime. The Hei Ching flew the Portuguese flag and was under the command of Captain Chagas, late of the Harbour, Office of this Colony. When the accident happened she was near the Island of Nan Tcheou, and was caught by the full force of the typhoon which broke her shaft. This accident rendered the steamer helpless and she was tossed about by the heavy waves and would have foundered with all hands had she not been mavigated in a seamanlike manner. Capain Chagas, with a good deal of judgment, inanuged in good time to beach her on one of the shores of the Island. cried like children with fear while the storm Hoi Ching is still ashore in the same place and hours stocks was passed. Captain Chages is also there, as he is unable to leave his vessel, suffering privations through want of proper food. He is subsisting on black rice, treacle and sweet potatoes.

We understand that part of the crew including the engineer have arrived here to obtain vessel.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. Roon left Kobe via Nagasaki and Shanghai on Sanday, the 17th inst., p.m., and may be expected here on Tuesday, the 26th

Wednesday at noon, arrived at Singapere on

Monday at 8 a.m. The Indo-China str. Kutsang left Calcut'n for this port via the Straits on the 17th inst., and may be expected here on the 2nd Oct. The H.A.L. str. Bormsia, from Hamburg, left Singapore for this port on the 18th inst., p.m., and may be expected here on the 24th inst. at daylight.

SUPREME COURT.

Tuesday, 19th September.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

THE MAN LI WO KEE v. KUI WO. The plaintiffs claimed from the defendant the sum of \$205.47 balance due for work done.

pacticulars whereof had been supplied. Mr. Otto Keng Sing appeared for the

Interpreter informed his Lordship that he had paid \$130 odd into court, the amount he resumed, admitted owing the plaintiffs.

which Wong Lui Kee was called to prove. Judgment was given for the plaintiffs with

THE WING CHETNO LITE. TANG KING TRUN AND ANOTHER.

This was a claim by the plaintiffs from the defendants, as partners in the Ching Wo Bakery, late of No. 5 Peel Street, for the sum of \$711.60, balance due by the said bakery to the plaintiffs on an account stated between them: in the alternative the plaintiffs claimed the like sum for the balance of the price of goods bargained and sold by the plaintiffs to the said Ching We Bakery.

Mr. R. Harding (of Messrs. Ewens, Harston and Harding) appeared for the plaintiffs, and Mr. C. F. Dixon (of Mr. J. Hasting's office represented their defendants.

Mr. Dixon applied to his Lordship for a postponement of the trial. Fe had written to the plaintiffs' solicitor about a fortnight ago for particulars of the account as alleged on the statement of claim, and it was only last Friday that the particulars had been supplied him-He had seen his clients, but they had not had an opportunity of going into the account, which was, of a rather, complicated nature, Until they had gone into it they were not in a position to defend this action

His Lordship-May I look at the account? on Friday.

Mr. Dixon—The claim is for goods sold and delivered. The account seems to be made up of a series of gambling speculations between the defendants and the plaintiffs.

Mr. Harding-My friend is wrong. The for goods bargained and sold.

His Lordship—Bargained and sold, I don't know what that means.

Mr. Dixon-Will your Lordship grant my application!

His Lordship-Why?

Mr. Dixon-Because particulars of the ac count were not furnished until Friday. His Lordship-And this is Tuesday.

Mr. Dixon-Yes. But Saturday afternoon and Sunday were holidays.

His Lordship-But you can work on Sundays. I work on Sunday, and on the last Subbath read all my criminal sessions evidence.

he declined to grant an adjournment. His Lordship-What is fyour objection to going ou? Mr. Dixon-My client has not yet had an]

opportunity of going into this account. He does not even admit that he has paid the amount credited him.

His Lordship The case must go on. The defendant has had heaps of time to see the account. Besides, it is getting very close to the vacation.

After hearing the evidence his Lordship gave judgment for the first defendant, who had retired from the partnership, with costs, and judgment against the second defendant with

POLICE COURT.

Tuesday, 19th September.

BEFORE MR. F. A. HAZELAND (FIRST

POLICE MAGISTRATE):

OBSTRUCTING BANK WHARP. The musters of the steam launches Chuen Woo, Shien We, and Sea Serpent were summoned for obstructing the steps at Bank Wharf, being

a public landing place. They were each fined \$3. A STEAMER THIEF. A coolie, with the record of previous convictions against him for previous thefts, was convicted of stealing two numbrel as from the s.s. Kong Chau. Defendant was seen by the

The captain, his crew and passengers suffered watchman leaving the steamer with two umimmensely, and some of the crew and passengers | brellas, and thinking it strange that one man should have two umbrelles, he had him arrested. was at its height. Two were drowned. The Sentence of six weeks hard labour and six

For stealing four homp Bags and two jackets | Willehol whilst mooring at Kowloon Godowns respectively, two coolies were each sentenced to three weeks' hard labour and six hours' stocks. A DOUBLE CHARGE.

Two coolies were charged with removing , sand from Honghom Bay, but as they refused assistance for refloating and repairing the to give particulars and as the truck with which they removed the saud was also reported to have been stolen they were sent back to the Water Police Station in charge of Lance-Sergt. Wills in order that they might be charged City on August 30th. It was stated that with the second offence.

SEAMEN'S GRIEVANCES. Four seamen of the sailing ship Combernere The I.G.M. str. Preussen, which left here on | were summoned by the steward for assault on Monday night.

Complainant alleged that the men strack the steam launch Wai for depositing rubbish him because he did not give them sufficient food, and some of them jumped on his chest.

The third defendant asserted that the complainant rushed at him with a long knife but. the second defer dunt interfered.

The second mate said be witnessed a struggle between the second defendant and complainant. Defendants said they did not get enough

His Worship advised them to see the Harbour

Witness added that he never heard of that complaint before yesterday morning.

Defendants were each bound over in \$100 for six months.

A CHINESE MARRIAGE. The hearing of the charge preferred against Oldorico Antony Neeves, a Portuguese signalman employed on Green Isle, by Tsing Pong-The defendant did not appear, but the Court for harbouring a married woman, named Man Li Kwai, contrary to the law of China, was

Inspector Langley prosecuted and Mr. P. W His Lordship decided to go on with the case, Goldring appeared for the defendant.

Discussion took place at the ontset as to the meaning of "marriage in China," which his Lordship held to include Hongkong. Complainant, recalled, gave evidence of his

marriage with the woman in question and deposed to receiving bridal presents. Defendant frequently went to his (witness') mother-inlaw's house, where he saw his wife.

Mr. Goldring said it was not disputed that defendant and the woman were living together

Complainant, under cross examination, said the woman's mother and lds mother lived opposite. During the time the woman lived with him she co-habited with defendant. She admitted so herself. He denied sending her out to earn money for him or tleing her up and beating her. His wife left him on March 4th without any warning but he did not know where she went. He did not know why she ran away. He had friction with her because of defendant, but he only remoustrated with her in a friendly manner. took steps to find his wife but could not find her. He reported to the Registrar in February | that defendant and his wife had been intimate and the Registrar said he would make inquiries. A week later he went with the woman to se, Mr. Brewin. At first she denied misconduct. Mr. Harding-Yes, my Lord. It is a very | She ran away on March 4th. Complainant simple account, and particulars were furnished | denied that there was another woman living in the house with him at that time. His wife was sixteen years old when he married her.

Mr. Goldring said his line of defence was that there was another woman in the house to whom complainant was married, and that in these circumstances the woman in question could not be his wife.

Complainant denied that this other woman's relatives quarrelled with Man Li Kwai and that that was the cause of the trouble. He reported to the Registrar General that she was in a convent. but though he knew the convent was paying for her keep he did not know where she was from 13th May to 1st September. He dared not go to the convent to inquire, but h, suspected defendant was paying for her. At the time his wife left him defendant was employed by the Sanitary Board and he informed the head officer of defendant's relations with his wife. Complainant left the police Mr. Dixon-I saw my friend yesterday and force at the time of his marriage in 1898. was dismissed for sleeping when on duty.

> An Fung Sun, a Chinese clerk in the Registrar's office, testified that the document produced was used in reference to Chinese marriages. The document in question was about ten years old.

Under cross-examination witness said that the decument was similar to those exchanged among educated people at marriages in the country. Other documents were used but not of the same size. The document alluded to was such as a constable in Hongkong would use, that was provided he was getting a proper wife. If a wife found another married woman in her husband's

household she could throw up the contract. Mr. Goldring said he had a weird sort of document with all sorts of scribbling on This was the correspondence from the woman

The case was adjourned till to day...

BEFORE MR. G. N. ORME (SECOND POLICE

MAGISTRATE).

DISOBEDENT CARIN BOY. Herman Robrer, cobin boy on board the sailing ship Andromedo, who appeared with a discolourod eye, was charged with disobeying the lawful c mounds of the master of that vessel. That officer described and used as "one of those chaps who won the stand said he stopped him as he was going Defendant pleaded-that-

he had been in hospital. His Worship passed sentence of seven days. without hard labour on account of the condition

OBSTRUCTING THE MAIL.

Man Tsin, the muster of a ballast bout, was charged at the instance of Mr. Moore Mason. pilot, for obstructing the German mail steamer vesterday morning.

Defendant said he tried to clear away but the wind was against him. * Lance-Sergt. Wills said he had the tide in his

A-fine-of-\$19-was-imposed.---ILL-GOTTEN GAIN.

Yan Shek was charged with stealing \$12,284 and a pair of trousers from natives in Kowlcon defendant after stealing the money lost, it in gambling on a launch. He was sentenced to six weeks' imprisonment and six hours' stocks.

THEOWING ASHES IN THE HARBOUR. Lance-Sergt. Wills summoned the master of and ashes in the harbour.

The officer, in presenting the facts of the care. added that the practice was diminishing. ashes sunk but the dust remained on the water. His Worship fined defendant \$10.

SANITARY PROSECUTIONS. Inspector Coysh summoned thirty defendouts for failing to limewesh their premises in accordance with the Ordinance, and orders were

mude in each case. UNSUSTAINED CHARGES.

An Indian constable was summoned by a chair coolie for assault. Complainant said he was waiting for his master returning from Canton, near the wharf, when defendant asked him to move en and struck him with his fist as he walked away.

Inspector Gourlay sa'd complainant was some. time in the station before he spoke of having been assaulted, and then be alleged it was an

Indian watchmen who had struck him! There was a cross-summons, the Indian watchmen charging the coolie with assault. His Worship dismissed both summouses.

BOXING ENTERTAINMENT IN HONGKONG.

The large gathering in the City Hall last night testified to the popular interest in the "manly art" and the kindred sport of wrestling. On the programme were set down three be xing contests and one wrestling contest, and as local exponents figured, in these the several events aroused no little enthusiasm:

The preliminary bout should have taken place between Maritt and Coyne for the best of eight rounds for a decision, but it was announced that owing to the absence of the former through indisposition Griffiths would face Coyne. rounds were fought. In the initial round the exchanges were fairly even, though the longer each of Guffiths quabled him to get in some telling-blows, Next round Coyna opened briskly but the offensive was afterwards taken by his adversary who, however, was almost immediately knocked over by a swinging delivery. In the third round the men were more cautions, but Coyne was forced into a corner and punished somewhat severely. Some smart parrying was witnessed in the next round. Coyne finishing well. On resuming for the fifth time, eac men took the attack in turn, and in the sixth round Coyne was sent reeling once, but quickly recovering made a good finish. At the close the judge said the points were count and he declared a draw.

The wresting contest between J. Witchell. the local mateur sport, and J. Collins, of the Army Ordnance Corps, for a cup presented by Mr. S. Newman and Mr. Widdell proved very interesting as both men hold the Sandow medal. The style was catch as catch can. Witchell threw his man in about a minute but Collans offered a stout resistance on the floor. At last both his shoulders touched the ground and Witchell was awarded the fall which had been obtained in one and three quarter minutes. The next bout was even shorter, Witchell securing the full in 10 seconds. His victory was londly applieded and he was handed the

The principal event of the evening was the meeting of Sam Newman of Hongkong and C. Roberts of the Royal West Kents, who were to civilisation and humanity. In discussing the Great Bargains, box 15 rounds for a purse and the welter weight | peace terms it was necessary for them to keep championship of China. Roberts some time ago in mind the special character of the negotiations. won a foul from Newman and his record Both countries agreed to negotiate for peace included the benting of Douglas of Vancouver. on an equal footing, in compliance with the At the cuset the men were rather wary, but advice of President Roosevelt, who saw the ge ting to business Newman planted a stinging in cessity of a terrible war being brought to an end. blow on his adversary's chin. In the second | It must be remembered that the negotiations were round Roberts claimed a foul, but this was | not those in which one party was vanquished disallowed. Newman got home well with his and compelled to sue for pence, as in the case of right on his opponent's check, catching his face | the Franco-German war, when the Germans ngain on the return. Heavy exchanges followed, and Roberts had to suffer through getting borne in mind that it was extremely hazardous knocked into the corner. The fourth round for the Japanese to ignore the views of the saw the soldier getting inside Newman's guard, Powers in the matter. The bulk of the people. but the latter's recovery was quick and he got | perhaps, believed that Russia was reduced to such home with his left, afterwards knocking his a de perate plight that she had no alternative man rather severely when the latter came in | but to sue for peace, after continuous defeat contact with the ropes. By this time there was both on land and sea. But the views of the some demonstration of feeling on the part of | Powers were widely different, and they evidently the audience. Roberts opened round 4 with a | did not think Russia was in such a critical stinger on his opponent's ear, and followed up position. The Powers had been eagerly hoping with some smart touches, but Newman, again | for peace, and the advice of President Rossevert becoming aggressive, finished up with a echoed the wishes of all other rulers. The idea telling blow lower down. Newman invariably so prevalent in Japan to annul the peace agreelost to time at breaking and hit out rather | ment and so disregard the wishes of the Powers effectively, after those occasions. Next round | was a dangerous one, and careful consideration Roberts offered his face rather sofely to his should be given it before it was persevered r val's attentions, but in the sixth round there | with. Marquis Saionji continued to say that was a renewed vipour on the part of toth. the Tsar of Russia was all along absolutely though the soldier again suffered through his opposed to the payment of any indemnity, as slackness in putting up a guard after the break was evident from his repeated proclamations away. By the seventh round Newman was while his Government was unanimous in favour apparently in the better condition. Roberts of continuing the war. The Russians, said made one or two rather wild blows and was they agreed to the negotiations on the advice again budly handled at the ropes, an experience | of President Roosevelt, who acted for the sake which befel him in the following round, though of humanity at large, and this declaration coulhe retaliated by a clashing enslaught. The not be taken as mere pretence. The Japanese referee had now to interfere to comire four | must not ignore the fact that Japan's parting. The ninth round was pretty equal, | concessions after her brilliant military successes but in the tenth Roberts received what looked | would make a most favourable impression to like the knock out blow. However he plackily | the Powers, and if they now obstinately persisted resumed, and another even round followed. in continuing the war Japan would gain li the builting Newman sent his opponent to the chastised for her unprincipled designs, and it "nine" the soldier was again on his feet. Again he was floored, and rising in a dezed condition received the knock out blow. and F. H. Greenhill, Royal Garrison Artillery,

Jack Weday, champion of Hawaiian Islands, were the principals in thelast glove light, which was ten reunds for a purse and the middle weight championship of China. By the fourth round Woday had demonstrated his superiority. and desling a series of stinging blows on his opponent's head, knocked him to the ground. On rising, Greenhill was unable to finish, and Wedey was declared the winner.

Mr. A. E. Parker acted as referee.

SOBER JAPANESE OPINIONS

The Nichi Nichi publishes the following deliverance on the peace treaty by Baron

The manner in which the peace negotiations were carried out by the authorities is not absolutely free from condemnation. But it is to be hoped that those who attack the Government for its alleged blunder in connection with the negotiations will refran from declaring that the pation has been utterly disgraced owing to the prace, as such statement will only affect the dignity of the empire in the eyes of the

The objects for which we declared war against Russia were not to extend our territory or to acquire an indemnity. The real objects have now been attained. But we must a so consider that owing to the extraordinary successes of our arms on land as well as at sea, the expectation of our people has becom - greater than before the outbreak of hestilities, and it now doubtful whether the nation should be satisfied with the reported terms of peace. The cession of only one half of Eaghelien is particularly regrettable. One the whole, though, the objects of the war have been attained, the diplomacy of the Government can hardly be said to be a success.

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DRESSES MADE ON THE SHORTEST NOTICE. ONLY FIRST CLASS GOODS ARE STOCKED. OUR PRICES ARE THE LOWEST IN THE COLONY.

M. GAINS,

MANAGERESS.

Hongkong, 11th September, 1905

Under the present circumstances, however, the people must not be wholly pessimistic. Our The money market is in a satisfactory condition and there are signs of foreign capital flowing in. Many new enterprises must necessarily be undertaken. Though the purchasing power at home may decrease, yet orders from abroad for our goods are unmistakably increasing. Thus, f we strive to further cultivate our resources. the speedy redemption of the foreign debts and the further increase of the national wealth are not a difficult task. Corea and Manchuria aralso rich in their resources; the cultivation of which must necessarily be carried out by our countrymen. The only thing is that we must not repeat the error into which we fell in conducting the finances after the China war ten years ago, by unnecessarily extending the sphere of business onterprises.-Japan Times.

WHY JAPAN MADE PEACE.

Addressing the Committee of the Con-

stitutional Association on September 2nd the Marquis Saionji, Leader of the Constitutional party, said that although no direct official announcement regarding the peace had been made, there could be no doubt an agreement had been arrived at. Continuing, the Marquis said he must first congratulate the country on the restoration of peace, in the interests of favourable opportunity of securing one of these were at the gates of Paris. It was also to be Newman's tachtics in the twelfth round prompted and would lose the good impression she has COLLARD ... \$300 formerly \$650 Roberts to try the upper out, but after some already made. Russia had been sufficiently BROADWOOD ground with a tenific blow. At the call of was high time that the Japanese laid down (COLLARD (as New) their arms and energetically turned to peaceful enterprises for the prosperity of the nation. Further continuation of the war would involve the Empirolin heat y expenditure and little gain. An examination of the peace terms showed that the Japanese had obtained the primary

object of the war regarding Korea and Monchuria. It was to be regretted they had not obtained the whole of their demands with regard to the cession of territory and an indemnity, and the public was perhaps justified in blaming the Government for its tailure in diplomacy, but the work was done and they must not cry over spilt milk. They must now look to their political development. They had an enormous amount of national work in store awaiting immediate attention. The position of the Empire was now as critical as it was before the outbreak of the war; it was a most momentous time for the whole people, and

THE AMERICAN MURDER AT CANTON.

required calmness and courage to meet it.

This uppleasant affair-the nurder of a compradore by some unknown American marine -18 not yet allowed to be forgotten. As reported some time ago in the Daily Press, the American Government offered \$1,50) (gold) compensation to the relatives of the victim. On their behalf, the Vicero, accepted the offer : but requested the American Government not to abandon its efforts to discover the offender with a view to punishment.

The story is revived by a telegram from Peking, which, according to our vernacular organ, the Chung Ngoi San Po, sates that the American Government is still uninformed of the will ngness or otherwise of the relatives to accept the compensation offered. The enquiry came through the Chinese Minister at Washington. The Viceroy was under the General Post Office and loppesite to the side impression that the relatives had actually received the money; but is asking the magistrate to make enquiries.

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CHEONG LEE & CO.

Hongkong, 4th September, 1905.

TEMPORARY STORE: 26, CONNAUGHT ROAD (At back of Messrs, Douglas' Steamship Co.) Hongkong, 14th September, 1905. [2121

FURNITURE DEALERS.

COLD STORAGE.

WHE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Cold Storage available at East Point. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday. excepted to receive and deliver parishable goods. WM. PARLANE, Manager, Hongkong, 18th November, 1901.

DR. NEWELL WILSON. DENTIST.

Latest American Methods. Seasonable Fees. No charge for examination-. Office bours 9 A.M. to 5 P.M. No. 2, PEDDER STREET (next to the

entrance to the Hongkong Hotel). Hongkong, July 5th, 1905.

THE MANAGER. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermonded.

Telegr pine Address : PRESS. Codes : A.B.C., 5th Ed P.O. Box, 33. Telephone No 12.

NEW ADVERTISEMENTS

WANTED A STENOGRAPHER.

WANTED from 1st November next a First-class STENOGRAPHER and TYPIST. Good Salary offered. Apply to P.O. Box No. 395. Hongkong, 20th September, 1995.

A SPECIAL SALE.

A ITALIAN CONVENT on the 25th, of the MEMBERS of the above Club 26th and 27th instant, at 2 P.M., of Ladies and will be held in the Pavilion on TUESDAY, the Children's Underclothing, Dresses and other | 26th instant at 5.30 P.M. Embroidered Articles.

The prices of every article are marked in plain figures. The Superior hopes to receive and merit a | Hongkong, 19th September, 1905. large share of the public patronage, as it has been by the past. ITALIAN CONVENT.

23. Caine Road. Hongkong, 20th September, 1905. [2167

THE BASTERN EXTENSION AUSTRALASIA AND CHINA TELEGRAPH CO., LD.

DEFERRING to the notice of 21st June last, senders of telegrams are hereby advised that from the 1st October next, charges for telegrams will continue to be collected at the rate of FORTY-THREE CENTS to equal ONE FRANC, such rate being subject to revision after further three months. A. B. SKOTTOWE. Superintendent:

Hongkong, 20th September, 1805. [2168] THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

EFERRING to the Company's NOTICE of 21st June, according to which the rate of collection for [Telegram Charges was fixed at Dollars 0.43 equal to Fro. 1.00 for the quarter ending 30th September, 1905, senders of telegrams are hereby advised that the said rate will remain unaltered subject to revision after three months dating from 1st Oct., 1905. OLAF NIELSEN. Superintendent.

Hongkong, 20th September, 1905. S. JOHN'S AMBULANCE ASSOCIATION.

T is proposed shortly to hold two courses of LECTURES FOR LADIES, one in First Aid to the Injured, the other in Home Nursing, in connection with the above Association. On passing the examination which will be held at the end of the first course, ladies who already hold the Association's First Ald and Nursing Certifi. cates will be entitled to a Medallion Ladies who wish to enter for these courses should send in their names to the Hon. SECRETARY (Rev. F. T. JOHNSON) at ST. JOHN'S CATHEDRAL, before September 28th.

Hongkong, 20th September, 1905. [2170 YACHTING SEASON JUST REGINNING.

N EXCELLENT OPPORTUNITY is here offered to secure a GOOD CRAFT CHEAP. The Marjorie, brought out in 1900 by Mr. A. DENNISON, and described in Mr. MAY'S REVOLVER & ARMS CO., LD. book (page 76) as "a small cruiser fast enough to race-sloop rigged and about the size of a two and a half rater," is for SALE, at the cheap price (all complete) of \$800. She has just been overhauled, scraped and painted; the sails are new; and trials prove her in fine trim. Pair oars, brass rowlocks, anchor, lantern, &c., included. She won a prize in 1902. Being sold for no fault; owner's reason will be satisfactory to bons-fide enquirer. Syndicate of three young men could do well with her. Open to inspection (and trial) at AH KING's. (Payment by instalments if desired.) Hongkoug, 20th September, 1905. [2171.

TENDERS.

THENDERS are invited for the supply to H.M. NAVAL YARD of the undermentioned TIMBER MATERIALS for one year from 12th October, 1905, viz:-

Baulk, Thickstuff Scant-American Fir ling, Plank & Board. Camphor Wood Hardwoods OREGON SPARS

FORM OF TENDER, and information in regard to the Conditions of Contract, &c., can be obtained on application to the NAVAL STORE OFFICER, H.M. Naval Yard. To enable persons tendering to estimate what stock they would be expected to keep, they will be provided, if necessary, with a statement showing the expenditure of the different descriptions of materials during the twelve months ending 30th. June last. A deposit of one hundred dollars will be required with each tender but this will be returned on the acceptance or rejection of the same.

The Tenders which will be received till noon on 28th inst., should be sealed and addressed to the REAR ADMIRAL, H.M. Naval Yard-Hongkong, 20th September, 1905. 2172

DOUGLAS STEAMSHIP COMPANY. LIMITED. FOR SWATOW, AMOY AND FOOCHOW.

CHIHE Company's Steamship "HAIMUN," Captain A. J. Robson, will be despatched for the

above ports on FRIDAY, the 22nd inst., at 10 A.M. For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers. Hongkong, 19th September, 1905.

THE TRECTORY AND MRONICLE

FOR 1905

Complete Edition ... Obtainable at the Hongkong Daily Press Office and from the Local Booksellers

INTIMATIONS.

INTERNATIONAL BANKING CORPORATION.

THAVE THIS DAY Handed over Charge of this Branch to vr. H. PINCKNEY. CHARLES R. SCOTT. Hongkong, 18th September, 1905. [2154

HONGKONG CLUB.

NOTICE.

EIGHTH HALF-YEARLY DRAWING of SIXTY-FIVE DE-BENTURES of the HONGKONG CLUB, payable on SATURDAY, the 30th SEPTE MBER, 1905, will be held at the Hongkong CLUB House, at 11 o'clock A.M. TO-MORROW THURSDAY, the 21st SEPTEMBER, 1905. Bearers of Debentures are invited to attend the Drawing.

C. H. GRACE, Hongkong, 14th September, 1905. [2114

HONGKONG CRICKET CLUB. SPECIAL SALE will be held at the FIRE ANNUAL GENERAL MEETING

> By Order of the Committee, J. E. BINGHAM. Secretary & Treasurer.

WANTED. SITUATION by YOUNG EUROPEAN; thoroughly computent Bookkeeper, Salesman, and General Office Man with several years experience in Conton and Hongkong. No objection to outport. Moderate salary.

Apply to-Care of " Daily Press " Office. Hougkong, 18th September 125

WANTED TO EXCHANGE. THALF-PLATE STAND CAMERA, for

Kodak Eastman's proferred. Address- "CAMERA," Care of " Daily Press" Office. Hongkoug, 14th September, 1905. [2117

DEQUIRED by a FIRST-CLASS MERCANTILE HOUSE in Hong. kong an Experienced Man of business to act as COMPRADORE. Good references and substantial securities required.

Apply in writing to-Messrs. JOHNSON, STOKES & MASTER, 8, Des Voux Road Central. Hongkong, 4th September, 1905.

NOTICE.

HE Undersigned invite applications for the post of COMPRADORE to an old and well established Bank. Applications to be in writing and to state qualifications and age of applicant. The highest references required. No one need apply unless he is an experienced man of business and prepared to give substantial

security. JOHNSON, STOKES & MASTER. Hongkong, 21st August, 1905,

LESSONS IN FRENCH.

RIEW and easy method of learning French in a few months, mainly by conversation by a Frenchian. Terms very moderate. Also Lessons in English by an English Lady,

Care of Office of this Paper. Hongkong, 16th August, 1905.

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GRANITE AND MARBLE MERCHANTS. EXPORTERS AND CONTRACTORS. Sole Agents of QUAN TAI & CO., Lime Manufacturors.

All descriptions of GRANITE AND MARRIE FOR EXPORT. Dealers in GRANITE and MARBLE MONUMENTS Prices & Estimates on Application. No. 1, QUEEN'S ROAD EAST.

Hongkong, 17th January, 1985. NOW READY: A TABLE OF THE

OF EXCHANGE AT RATES HONGKONG

for Demand Drafts on London on the day of or preceding the Departure of the English Mails ulso Table of Yearly Approximate Averages FOR 31 YEARS, FROM

1874 TO 1904. Price \$2 Cash. On Sale at the "DAILY PRESS" OFFICE, or Local Booksellers. Hongkong, 11th May, 1905.

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with which is incorporated "THE CHINA OVERLAND TEADE REPORT." Subscription, paid in advance, \$12 per annum Postage to any part of the World \$2

MAP OF THE SIKIANG OF WEST RIVER From Hongkong to-Wuchowsu, Showing the Ports and Calling Places Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents, Cash. Hongkong, 1st april, 1897

PUBLIC COMPANIES

DOUGLAS STEAMSHIP COMPANY. LIMITED.

THE ORDINARY GENERAL MEET-ING of SHAREHOLDERS of the above Company will be held at the Company's Office, on SATURDAY, 23rd SEPTEMBER, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st June, 1905. The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 2Brd SEPTEMBER, both days inclusive.

DOUGLAS LAPRAIK & CO., ... General Managers. Hongkong, 11th September, 1905. UNION INSURANCE SOCIETY OF

CANTON, LIMITED.

NOTICE TO SHAREHOLDERS. NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY YEARLY MEETING of the SOCIETY will be held at its Head Office, No. 1 Queen's Buildings, Hougkong, on THURSDAY, the 19th October, 1905, at Noon, for the purpose of receiving the report of the Directors together with Statements of Account for the year 1904

and of declaring dividends, etc. The TRANSFER BOOKS of the Society will be CLOSED from the 9th OCTOBER to the 19th OCTOBER, both days inclusive. By Order of the Board. W. J. SAUNDERS,

Secretary. Hongkong, 15th September, 1905. THE HONGKONG & KOWLOON WHARF

& GODOWN COMPANY, LIMITED. NOTICE.

THIHE SHARE CERTIFICATE No. 4420 for Seven Shares, numbered 39145/39151 in the above Company, standing in the name of Mrs. FRANCES HEATH ELDRIDGE, having been LOST. NOTICE IS HEREBY GIVEN that a

DUPLICATE CERTIFICATE for the said shares will be issued one month hence, and that the Original Certificate unless produced within that period, will thereafter be held by the Company to be null and void. EDWARD OSBORNE,

Hongkong, 14th September, 1901.

INSURANCES

NOTICE.

THE COMMERCIAL UNION AS-SURANCE COMPANY, LIMITED, is a Purery British Insurance Company. Head Office: London. Established London in 1861.

W. H. TRENCHARD DAVIS. Branch Manager & Underwriter, Hongkong, Hongkong, 31st August, 1905.

NORTH BRITISH AND MERCAN TILE INSURANCE COMPANY. TOTAL FUNDS AT 31st DECEMBER, 19:4. £17,161,299.

AUTHORISED CAPITAL ... £3,000,000 SUBSCRIBED CAPITAL 2,750,000. PAID-UP CAPITAL 687,500 0 0 II. FIRE FUNDS 3,001,266 12

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO.,

Agents. Hongkong, 30th June, 1905. L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

HE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current SIEMSSEN & CO.

Hongkong, lst January, 1904. AACHEN AND MUNICH FIRE IN SURANCE CO.

OF AIX-LA-CHAPELIE THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE

at Current Rates. REUTER, BROCKELMANN & CO Hougkong, 21st April, 1897

HONGKONG DIRECTORY.

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AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions from Capt. CRICHTON to Sell by Public TO-MORROW (THURSDAY), the 21st September, 1905, at 2.45 r.m. at his

Residence No. 6, Macdonell Road, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE (Full particulars from Catalogue).

On View from Wednesday, the 20th September. TERMS :- Cash on delivery. GEO. P. LAMMERT,

Auctioncer. Hongkong, 16th September, 1905. 2147

PUBLIC AUCTION.

DARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 25th day of September, 1905, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency and for the half year ending 30th June, 1905, the Governor, of One Lot of Crown Land South of Tai Hang Inland Lot 162, at Tai Hang Village, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

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Measurements.

FOR SALE. VERY CHEAP.

66 CTONYHURST" and the THREE HOUSES on Magdalene Terrace. Magazine Gap. Area about 80,000 square feet. In One Lot or Singly, Portion of Purchase money to remain on Mortgage if required. Apply to- AHMET RUMJAHN. Hongkong, 13th September, 1905. [2112]

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THE HONGKONG STEAM WATER BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping. both for Deck and Boilers. Call Flag W.

J. W. KEW, Manager. Hotel Monsions, 3rd Floor. Hougkong, 8th August, 1905.

A. LING & CO., FURNITURE STORE. PLATED GLASS AND CROCKERY WARE, &c., &c.; and FOOCHOW LACQUERED WARE. 68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903.

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LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour : Terms moderate. Apply to-Mrs. F. W. WATTS,

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MRS. GILLANDERS "GLENWOOD. 27, CAINE ROAD. Hongkong, 20th September, 1905. BOARD AND RESIDENCE.

TATITH Private Family suitable for Gentleman. Good Locality; Central. Tennis; Hongkong. Care of " Daily Press " Office. Hongkong, 19th August, 1905.

FIRST-CLASS BOARD & RESIDENCE. "ST. GEORGE'S HOUSE," 2 & 4, KENNEDY ROAD,

"TOWER HOUSE," Kennedy Road. TAXCELLENT Table, Exert nome comfort Well furnished rooms Towng the harbour For terms, apply to-MRS. G. SACHSE.

"St. George's House." Hongkong, 17th March, 1903.

TO LET

TO LET.

Rooms, also Bath Rooms and Fine Verandah. Spacious Gardons attached. Apply to- A. A. DA ROZA. 20 Connaught Road.

Hongkong, 16th September, 1905. [2141 TO LET. NO. 13, CAINE ROAD. Seven-Roomed

Immediate possession and Moderate Rental. Apply to-HEAD SHROFF. Chartered Bank of India, Australia & China. Hongkong, 15th September, 1905. [2127 OFFICES TO LET.

House, recently thoroughly repaired.

TN ALEXANDRA BUILDINGS.

SECRETARY'S OFFICE, A. S. Watson & Co., Limited. Hongkong, 16th September, 1905, 2139

10 LET TO LET.

SHOP and FIRST FLOOR in MANSION BUILDING (approaching completion) next door to Messrs. KRUSE & Co.

Apply-MACEWEN, FRICKEL & CO. Hongkong, 15th August, 1905.

TO LET.

TIWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to-

HUMPHREYS' ESTATE & FINANCE CO., LD.

Hongkong, 30th Jnns, 1905.

TO LET. TOUSES Nos. 47, 49, 49 & 50, ELGIN

ROAD, KOWLOON; Residential Flats

with Sitting-Room, Bed-Room, Bath-Room, Fireplace, Gas Fittings, &c.; entirely European style. Rental very moderate. Possession 1st August, 1905. Apply to-CHINA MERCHANTS S. N. CO., 15 & 16, Praya West, Hongkong.

Hongkong, 6th July, 1905. HONGKONG CLUB.

TO LET.

THIWO ROOMS on the Ground Floor of the annex, from 1st September next, suitable Offices. For particulars apply to the C. H. GRACE,

Secretary. fongkong, 1st June, 1905. TO LET.

YO. 1, RIPON TERRACE. OFFICES in course of erection. CONNAUGHT ROAD (near BLAKE PIER). GODOWNS: PRATA EAST. A BUILDING at Cansoway Bay, at present in occupation of the Steam Laundry Co., Ld.

THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD. Hongkong, 3rd August, 1905.

TO. 3. MACDONNELL ROAD. Apply to-THE HONGKONG LAND INVEST MENT AND AGENCY CO., LD. Hongkong, 20th July, 1905.

NO. 15, KNUTSFORD KOWLOON. TERRACE, Apply to-THE HONGKONG LAND INVEST-MENT AND AGENCY CO., LD.

Hongkong, 6th September, 1905.

Hongkong, 24th May, 1905

TO LET.

TC LET. 66 TDARKSIDE" KOWLOON, a Siz Roomed Detached House Standing in its own Grounds, facing the King's Park. For Particulars, apply to-THE HONGKUNG LAND INVEST-MENT AND AGENCY CO., LD.

TO LET. THE EIRION, No. 2, THE PEAK. Immediate possession. Apply to-

E. JONES HUGHES. Hongkong, 6th June, 1905. TO LET. 66 THE OAK," No. 33, CONDUIT ROAD, Six Roomed House, with

Tennis Court. C. F. DE CARVALHO, Care of H. and S. Bank. Hongkong, 19th August, 1905. SHOP TO LET IN QUEEN'S ROAD CENTRAL.

THE PREMISES at present occupied by THE ROBINSON PIANO CO. Possession at an early date. For particulars. W. BREWER & CO., Apply to-Queen's Road Hongkong, 15th September, 1905. [1949]

TO LET. WELLING HOUSES on Pedder's Hill. Immediate possession. A ROOM in COLLEGE CHAMBERS. Immediate possession. SPACIOUS GODOWNS, formerly known as McGregor Barracks, fronting the Praya. 2ND FLOOR of No. 6, DES VŒUX

Standard Oil Co., of New York, Apply to-DAVID SASSOON & CO., LD. Hongkong, 2nd September, 1905. TO LET.

ROAD CENTRAL, fermerly occupied by the

NIEW EUROPEAN HOUSES in Cameron and Des Voux Roads, Kowloon. Electrical Fittings for Lights, &c. Possession about 1st August next. Apply to-CHINA MERCHANTS STEAM NAVIGATION CO., 15 & 16, Connaught Road, Praya W.

Hongkong, 19th July, 1905.

Hongkong, 13th May, 1905.

Hongkong, 3rd June, 1905.

TO LET. Beautifully Situated. Six Fine Large | No. 11, GAGE STREET, Eight Rooms, from 1st June, 1905. Apply to-E. A. DE CARVALHO.

14. Arbuthnot Road.

TO LET. CODOWN. No. 3, NEW PRAYA. Kennedy Town.

Apply to-HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 28th June, 1905. TO LET.

TO. 74, CAINE ROAD. No. 2, MACDONNELL ROAD. Apply to-COMPRADORE'S DEPARTMENT,

Nippon Yusen Kaisha.

TO LET

SIX-ROOMED HOUSE, No. 19. A Robinson Road, known as "SANS. Souci," with a piece of ground attached suitable for either Garden or Tennis Court. The house commands a full View of the Harbour, and has an entrance also from Conduit Road. Possession from 1st October next.

Care of Messrs. Barretto & Co. Hougkong, 16th September, 1905. [2140 TO LET OR FOR SALE.

WAUNHEVED 33, Robinson Road,

Apply to-HO U. MING, 81, Queen's Road Central. Hongkong, 17th June, 1905.

1. DES VŒUX VILLAS, Peak. Nos. 4,6 & 21, BELILIOS TERRACE. BUNGALOW (Furnished), at Now Territory, Kowloon, 4 Rooms, Low rental. 2ND FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory,

Apply to-LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings.

TO LET. NOS. 2, 5, 6, BARROW TERRACE, KOWLOON. THREE NEW HOUSES, CASTLE

Apply to-SAM WANG CO., LD., 81, Queen's Road Central. Hongkong, 12th July, 1905.

TO LET ON LEASE. LARGE DETACHED HOUSE, Very

Care of Daily Press Office.

INIRST FLOOR, 18, BANK BUILDINGS at present occupied by Hongkong, Canton and Macao Steam Boat Company. Apply—

TO LET-

HUMPHREYS' ESTATE & FINANCE CO., LD., Hongkong, 20th June, 1905. TO LET.

Donnell Roads. For full particulars, apply to— LINSTEAD & DAVIS, Alexandra Buildings, 3rd Floor,

A including Basement, in the Ground Floor of No. 3, Des Voux Road. Suitable for Offices or Shops. For further particulars, apply to-

Prince's Buildings. Apply to-LAUTS, WEGENER & CO. Hongkong, 4th March, 1905.

WITH IMMEDIATE POSSESSION "FOREST LODGE" Cains Road Apply to-

TO LET.

TO LET. NOS. 4 & 5, OBSERVATORY VILLAS. KOWLOON. Five Roomed Houses

TO LET-FURNISHED. 66 TI IGONEIL." Near Peak Tram Station

Apply to-S. J. DAVID & CO. Hongkong, 8th September, 1905.

66 FINANG YUEN" No. 18, MACDONNELL L ROAD, containing 18 Rooms and Bath Rooms; a well laid out Garden and Lawn. Full View of Harbour. Lately occupied as a First-Class Hotel. Part or whole of premises

LUK CHEUK MAN, No. 81, Queen's Road, Central. Hongkong 12th July, 1905.

(Opposite Messrs, GAUPP & Co.) For Offices.

Apply-Hongkong, 4th September, 1905.

CEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases.

TO LET.

Apply to- E. V. DE SOUZA.

66 THE EYRIE," Peak.

&c., with use of Electric Lift. Well suited for

No. 22, Queen's Road Central, SHOP at present occupied by FAIRALL& Co.

Hongkong, 29th August, 1905.

ROAD, HONGKONG.

Substantially Built. Robinson Road Level. Commanding Full View of Harbour. 12 Large Rooms besides Out-Houses. Partly Furnished (a new Burrough and Watt's Full-Sized Billiard Table included) Gas and Electric Fittings. Rent \$400 a month besides Taxes. Owner leaving for Europe shortly. Apply to-

Hongkong, 28th August, 1905. OFFICES TO LET.

M. STEPHENS, Solicitor. Hongkong, 17th July, 1905.

LOON. Electric light. Immediate possession.

NYEW "KINGSCLERE" with Stables entrances in both Kennedy and Mac-

Hongkong, 17th February, 1905. TO LET. A IRY and COMMODIOUS ROOMS.

DORABJEE & CO., King Edward Hotel. Hongkoug, 13th September, 1905. [2118

CUITABLE for Offices, TWO ROOMS in

H. N. MODY. Hongkong, 2nd May 1905.

Tennis Court. Apply to-ARRATOON V. APCAR & CO., 45. Wyndham Street. Hongkong, 13th June, 1905.

Immediate Possession. TO LET.

can be let. Apply to-

TO LET. THE First-floor of YORK BUILDINGS

KELLY & WALSH, LD. TO LET.

Apply to— CHUNG SHUN KOO,
First Floor, No. 10, Queen's Road Central. Hongkong, 19th July, 1905.

TO LET.

THE RECENT COLLISION IN THE INLAND SEA.

NAVAL COURT OF INQUIRY, AT KOBE.

of Inquiry convened by Captain R. N. Omman- Baralong. He remained by the scene of the ney on board H.B.M.S. Andromeda on Sept. wreck notil 6 a.m. when he have up and craised 8th and 9th to inquire into the circumstances around looking for wreckage or bodies before attending the collision in the Inland Sea in proceeding on his way to Moji. The Baralong hove . August last between the British steamship up next morning at about 5.30 o'clock, arriving Baralong and the Japanese steamship Kinjo- at Kobe at 8 a.m. He (witness) reported the R. N. Ommanney, the other members being and the Nippon Yusen Kaisha. Witnessasked for Mr. J B. Rentiers, British Vice-Consul. Lieut. | the holding of a Court of Inquiry. J. F. Robins, Captain H. C. Barcham (master | Baralong's bows were seriously damaged, 18 to of the steamship Corn Exchange), and Captain 29 plates having to be renewed or straightened, C. E. Cox (master of steamship Ascot). Mr. also several beams were broken. The Baralong's H. Bouar, British Consul, was among those fore peak filled with water and part of the cargo present. Mr. C. N. Crosse, barrister, appeared | was seriously damaged. Repairs in Kobe to on behalf of Captain Jenkins.

master of the British steamship Boralong having. The vessel was still in the dry dock and the held a master's certificate since May, 1901. repairs would probably take another ten days. Kobe on the voyage in question he was bound castle head and reported the red light. The to London, via Moji and ports. They left whistle that the Kinje-mara blew was at that time being in proper order on board, course was being altered to starboard. thing went well until a little after 10 pm. | ment of the Baralong was about 10,000 tons, on the 22nd August. Then they saw a red and her length 370 feet. The propeller was a light. He was not on the bridge himself right-handed one and when going astern her when the light was first sighted, but was just | head tended to starboard. If the red light had on the point of climbing the bridge ladder. been stationary the Buralong would have left it The sighting of the light was not reported to on the starboard beam by about half a mile. minutes to get the vessel from full speed astern. after rescuing all the people they saw, disem-He only saw a red light-there was no other of barked the rescued, and returned to the any kind and he was positive there was no must- search. railing vessel. The weather was fine ; there was room if the vessel had been what she l ought to have been by the lights she was had no way on and that he could clear her. As was carried on through the pilot. The officer on watch in the Rinjo-mars was drowned. He lielieved the Kinjo-mara had no pilot. Immediately after the collision he noticed that the Kinjo-more appeared to be settling by the stern. and he put the Bardlong's engines slow ahead to keep her in to the Kinjo-mura but she found her too quickly and he had to go astern again to clear her. From the moment of the impact he called all hands to the boats, and their lirst and second lifeboats were over the side within a very few minutes, in fact the first bout was between the Buralong and the Kinjo-maru before the latter foundered. He burned flares around his ship. the chief engineer connected the mushroom electric lights, he also borned blue lights, all with the object of illuminating the water around. He cruised around the wreck for some forty-three lives by the boats. He did not know exactly how many lives were lost, but through the captain of the Kinjo-maru he

N. magnetic, right on the course to Moji.

learned that he had 122 persons on board,

though accounts differed. He accounted for

the few saved by the fact that most of the men

were in the 'tween deck, probably asleep, and

the rescued men stated that they had only one

He firmly believed that the Buralong's boats

picked up every man that floated. The

Kinjo-mark was the old British steamer North

Anglia, a ship 23 years of age, of about 1,700

tons. It was an old tramp steamer and was

holds. The Baratong was steering W. by N., &

quite unadapted for carrying passengers.

one for seeing lights. their way to Moji the steamship Goldmouth slower than the Baralong. She was a mile or was about a mile and a half ahead of them, a mile and a half ahead of the Bardlong when also bound for Moji. They overtook that they left Kobe, and in about twelve hours the vessel and passed it at about 5 p.m. The Baralong was ahead, being from a mile to a collision occurred about five hours afterwards. mile and a half ahead when the collision The Goldmouth, judging by the time it took the occurred. Immediately that the accident tof our report of the proceedings yesterday that Baralony to gain the mile or mile and a half, happened the boats were lowered very quickly. Captain Jenkins had held a master's continuate must have then been not more than three-quarters | Witness remained on the bridge and blew a since "May, 1901." As was evident from the of a mile astern of the Baralony. When the long blast on the whistle as a signal to the context, this should, of course, have read "May 1905. With Index. Price \$7.50. master of the Goldmouth saw to Baralong's Goldmouth. Witness corroborated the Captain's 1891." blue lights he slowed down, and on getting statements regarding the efforts made to save

had sunk, and requested him to stop, lower his i to Mr. Iguchi of Kanesaki, Nagoya. will assist you." He did so, and lowered his The President of the Court was Captain | matter to the British Consul, the Marine Bureau, the bows wou'd alone cost about £2,500, the Edward Deacon Jenkins, sworn, said be was Knwasaki Dock Company doing the repairs.

This was his first voyage in the Baralong: The In answer to questions of the Court, witness steamer belonged to the Bucknill Steamship said he had a man on the lookout after dark, Lines, Ltd., and he had been master of several | before and at the time of the accident. He did other of that company's steamers previously. not personally see him, but knew that he was This was the first time that he had an there because he struck the bell in accordance accident of any description. When he left with regulations. The man was at the fore-Nobe at 5.37 am. on August 22nd, everything short blast, which would indicate that her the ship being in charge of a fully licensed did not see a stern light. The engines Inland Sea Pilot, Genzaburo Katsura. Every- were promptly reversed. The tonnage displace-

him, at once, but immediately he got to the The Buralong had six boats and he lowered bridge he saw the light. He made the remark four. The reason he did not lower the other to the pilot "There's a red light, pilot, on the two was because he could not see how he could starboard bow; what is it, a junk?" He replied have manned the others. All the men available "Yes" and immediately-five or ten seconds- were required to min the three, and as a matter afterwards they heard a steamer whistle coming of fact two were quite sufficient. All on board from the direction of the red light. It was a behaved excellently, in a prompt and seamanlike short blast. Without delay they put their mnnner, and he had no complaints whatever to engines full speed astern, and helm hard a-port. make. No hoats were lowered from the Kinjogiving three short blasts of the whistle. mare and he could not say whether any attempt Shortly afterwards they collided with the was made to do so., He saw two or three of the steamer. He did not think it was more than | touts afterwards bottom upwards. The Goldthree-quarters of a minute from the time they | mouth did not rescue anybody. The reason he first he end the whistle. There was only one | put his engines ahead when he saw the Kinjotime taken, and that was when they struck, more was foundering was because he wished to The time entered in the log was three minutes, prevent the water from having such ready but that he thought, was incorrect as it ingress, thereby keeping the ship affort as was written at very high tension. It was long as possible. No ropes were thrown from written when they arrived at Kobe. He the ship at first, because all bands were at the had then had no sleep for two days and two boats, but subsequently ropes were thrown from nights. At the time that they saw the red | the side in case anybody might be swimming light the engines were going at full speed and could cling to them. Lifebelts were also through the water, 11 knots, but he was going thrown out, but nobady was rescued in that against the tide. It would take about three | way. The bouts came back almost immediately

head-light, so that he took it to be a junk or a | Captain Jenkins deposed, in answer to questions of the Court, that after the collision a dead caim, there had been a shower about a he did not think much about the damage done quarter of an hour previously. There were no to his ship; but some minutes after the heavy squall clouds. As a matter of fact they accident when the boats were away, he's at the sighted Himejima light at full range. The carpenter to sound forward. All the others height of the Buralong bridge w s 30 ft, from | were in the boats engaged in the work of the water-line. He was on the bridge before resone, It was not until a couple of hours later the whistle was head. From the time he got that he knew the actual damage sustained. on the bridge to the time that the engines were | The bow lights, on either side of the bridge. put full speed astern the course was not altered, were burning brightly at the time of the because up to that time there was ample accident. He could see the foremost must bead light and the mainmast light from below the bridge. He did not think the tide would affect showing. He considered that this sailing vessel the two ships differently; in narrow waters some difference might be noticeable. The far as he could tell the vessel was 21 to 3 points number of junks and other sailing craft at on the bow. So far as he could say there was anchor passed by a vessel during a day in the not half-a-mile between them when he first saw Inhand sea could be numbered by the score; the light. He could not say whether the red The Baralong had passed dozens prior to the light was altering its bearing at all; he had no collision, and after nightfall they passed time to judge. According to the captain of numerous sailing craft showing their red or the Kinja-mara the Baralong struck the vessel green lights. Locally vessels usually showed and two boys who could man the hoats. The about 15 feet from the stern. He did not speak a white light whon at anchor, but he was afraid to the captain personally but the conversation | they were not very particular in this respect in the Inland Sea. At the instant of colliding he

estimated the speed at from three to four knots. Genzaburo Katsura, Japanese subject, stated on affirmation that he was a licensed Inland Sea Pilot having been thus engaged for six years. He was piloting the Baralong at the time of the accident, and had never until August 22nd, the date of the collision, had an accident. A little after 10 o'clock he saw a red light ahead 14 points off the starboard bow. It was then reported to him from the look out. At that time he was on the bridge with the third officer, and the captain was just coming up from below. He did not know the time exactly when the boat was sighted. The captain came up to him and said "Is that a junk coming again !" and witness replied "Yes." At the same moment he took his glass and looked towards the light. time and did not leave it until 3 a.m. He saved Only one red light could be seen; there was no must head light. He then heard one short blast of the whistle and immediately ordered hard-aport and put the handle full speed astern, at the same time blowing three blasts of the whistle. He could not tell the exact time, but thought it was from one minute to one minute and a quarter between the time when he ordered full speed astern and the collision. When they struck he ladder by which to gain access to the deck. | took out his watch and looked at the time. It was 10.23. The weather was dark and calm. He thought the light was that of a sailing ship. and kept on his course. By doing so he considered he could easily clear the resset, as there was plenty of room. The usual custom in the Inland Sea was for a sailing ship under weigh weather they put a dodger screen up. to show a red light. It was the custom for a screen was up on the night in question. the way she foundered she could have had no junk at anchor to display a green light and a heard a whistle and just afterwards received watertight bulkheads between her two after masthead light. After the collision the captain of the Kinjo-muru-who was rescued, was in and the captain lent a hand. After the callision Continuing, witness said that the captain of Captain Jenkins's room, and he told witness the Kinjo-maru in the captain's room, through that he was in his chart-room at the time of the pilot, related that the chief officer was in the accident. He also told him the name of the charge of the Kinjo-mura and that he (the ship, and that he was proceeding to Ujina from captain) was in the chart-room at the time of Moji. Witness was not acquainted with the the collision. He also stated that he was bound captain of the Kinjo-maru previously. If the from Moji to Ujina, and he stated that he had captain of the Kinjo-maru had been on his could not remember hearing a red light troops on board. He thought the master ought right course he would have passed on the reported. When he put the helm hard to have been steering a parallel course, with starboard side and shown the green light, a port the Baralong turned to starboard very his green light open to their green, but being Witness pointed out on the chart the usual fast-four points at least. When the ship a very poor light they could not see it, course for vessels to take in proceeding to first blow her whistle witness saw over the although their lights were visible to him. The Ujina from Moji. The captain of the Kinjo- dodger-rail a red light on the starboard bow. Baralong's lights were electric, but on the manu did not tell him anything about his He could not tell how the engines were going foremast on the night in question the electric course; but he told him that the chief officer, he could feel that they were going astern, but light was out of order, so he was using an oil who was drowned, was in charge of the ship at | could not judge at the moment whether it was lamp. He also thought the Kinjo-marz ported the time of the accident. If the Kinjo-maru full speed astern. to their green light, as his red light seemed | had been a sailing ship he would have kept the to show up suddenly. The night was a good | course, and if she approached nearer he would | always up; it was put up for protection against The master explained by models the angle weather being calm. He had to study the at which he thought the vessels were when they bearings of a ship ahead and watch her collided. If the Kinjo-mare had been on her movements, before taking action. They proper course from Moji to Ujina it would have passed the Goldmouth about fifty-five miles been inpossible to see her red light. As they before reaching the spot where the accident rounded Wada Point in the early morning on occurred. The Goldmouth was going a little

He replied: "I will go and anchor close and the red light was within half a mile of them lights and sailing vessels were similar, whether when he first saw it. It was a very weak light: the vessels were under way or at anchor. In The Japan Chronicle reports:-A Naval Court | boats and searched around with the boats of the if it had been properly burning he would have the first part of the law under which these been able to see it from a further distance. The regulations exist "sea" is defined as not only Goldmouth was three quarters of a mile or a open sea, but sea surrounded by land where any mile astern of the "Baralong" when the chips navigate. collision took place. The tide was setting to . In reply to the Court, the pilot, recalled, said not see anybody on board, but he heard a great | recognised in the navigation of the high seas. deal of shouting from the drowning men. He H. D. Tarver, first officer of the Baralong, was about 22 miles from Himejima light when | tated on oath that he was in his bunk on the night but the rain never obscured the light, and there of the Kinjo-maru. He at once got out of his a dark and clear night.

brightly. They had passed many steamers, the lifeboats. He went away in the first boat, sailing ships, and junks on their way from Kobe. arriving on the scene almost immediately after When he saw the Goldmouth astern he saw the Kinjo-more went down. They picked up all her lights very plainly. That was just as many men as the boat would hold. Many of before the accident. He also noticed the these men were banging on to pieces of timber Goldmouth's lights just after the occurrence. | floating from the Kinjo-maru. These were

day, who deposed as follows :asked him to take the bearings of Himejima He heard no explosion when the Kinjo-maru light, and he was at the compass box when he went down. All the boats were lowered that heard the steam whistle, which was the first | could be manned in case of sudden emergency. indication they had that the vessel was not a | When the Court opened yesterday morning, sailing ship. The man at the helm had it was stated that Captain Fisher, who piloted reported at 10 o'clock that the lights were all the Goldmonth and had promised to attend bright. They were all electric lights except that and give evidence, was too unwell to be present.

little out of order, a powerful oil light had been Monday. substituted. He had no idea how for the red John Hodgson, chief engineer of the light was away when it was first sighted. It Barolong, said that on the night of August small sailing craft to carry. Less than a j"Full speed astern." Two minutes later ha minute elapsed between sighting the red light received the signal "Stop" and "Slowahoad, and hearing the steam whistle. From the way and after that various signals. He was in the ship was swinging it must have been under charge of the engines on watch, and the fourth a minute from the whistle to the impact. After engineer and the greater were in the engineswung out he went away in charge of her, engines were put astern. The engines and all there was any occasion for the crew to render | hoats had put off before witness got on deck. into operation, and everything was done that was | night. possible to save life. He was pretty certain that all who floated were saved, as it was only on the first trip that any of the boats picked up survivors. He thought the Goldmonth was about a mile and half astern; he could see her three

that. The Kinjo-mara did not lower any boats so far as he knew Witness added that he was sure that if they had seen at once that the Kinjo-marn was a steamer they could have cleared her. He looked to the Burnlong's lights at about ten o'clock and they were all burning brightly. The first two boats pulled four oars, but he could not say what the others pulled, as he had left the ship before they were lowered. The boats were all fitted for four oars.

masts plainly. When she came up she stood

by and assisted, and witness passed several of

her boats. He was out searching until 3 a m;

and the last boats returned five minutes after

In reply to the Court, Captain Jenkins said he had nine A.B.'s including the boatswain. carpenter was also available for that purpose. and as a matter of fact two of the engineers were pulling on this occasion.

Subsequently, about aquarter of an hour afterwards, the Goldmouth came up. Witness was on deck at the time. The lifeboats of the Buralong were out until about midnight or early morning searching for survivors. He firmly believed that all who were on top of the water were saved.

In enswer to the Court witness stated that the entries in the log, written by himself, were correct, having been copied off the log slate. At the time that he received the signal to reverse the engines he was standing about eight or tea feet from the reversing gear. He put the reversing gear over himself, and within a few seconds the engines were roversed. The engines were by the Wallsend Slipway firm, having been built in 1901. In his log he had the speed recorded as 12 knots; that was the average speed for the daily run. He got his information of the speed of the ship from the deck. His propeller was right-handed.

To Mr. Crosse -The ship's average on the voyage was according to the monsoon. The Baralong showed an excessive slip, possibly an average of fifteen or sixteen per cent. With the engines at full speed ahead, on reversing them it would take about three minutes to bring the ship to rest.

G. Holtgren, a Swede, a seaman on board the Baralong, said that between 10 and 10.20 on the night of August 22nd he was at the wheel, which was on the top bridge outside. In had orders to put the halm hard a-port. He did so, he helped get the lifeboats out and himself was. one of the men who manned No. 4 lifeboat.

In answer to questions by the Court, witness stated that the captain, third officer, and pilot were standing near by at the time. He could ! not hear any conversation between them; he

To Mr. Crosse -The dodger screen was no have starboarded to pass ahead of her, the wind and rain. It had been raining a little at 10 o'clock that night, when he went to the

At this point the Court adjourned unti-

Monday. Prior to the evidence of Captain Jenkins, Mr. Crosse expressed, on his behalf and on behalf of the owner of the Baralong through him, the deep regret that was felt at the unfortunate occurrence, and they wished their sympathy

to go out to those bereaved. By a clerical error it was stated in the course

Y. Yamashita, a member of the Japanese Bar,

abreast he (witness) bailed him, told him they life. He did not think anybody who could have | called as an expert on the regulations under the had been in collision and that the other vessel been saved was not. The Kinjo-maru belonged law of Japan for preventing collisions at sea, stated that he found on comparing them with boats, and assist in rescuing those on board. In reply to the Court, witness stated that the English regulations that the rules as to

> the east, half a knot. The engines were moved, the rules and regulations as to lights and sound quickly astern. When the ships collided he did signals in the Inland Sea were similar to those he passed it. After that there was some rain, in ques ion when he was awakened by the whietle was no rain at the time of the collision; it was bunk and went on deck, which he reached just as the collision occurred. He went Re-examined:-The lights were burning on to the bridge and received orders to launch Three witnesses were called on the previous long tarred planks. What they were used for he did not know. After getting the survivors A. Coutts, third officer of the Baralong, on board the Baralong, he again went away stated that he had heard the captain's evidence in search, but found no more. In corroborating and also that of the pilot, all of which he the previous Statements, he expressed his considered accurate. He corroborated the confidence that everything was done that was statements previously made. He was on the possible to save life. The first he saw of the bridge at the time of the collision. When the Goldmouth was one of her boats, which was red light was seen he thought it was that of a out before witness returned to the ship. The junk or sailing vessel becalmed. The pilot had Baralong's hoats at that time were returning.

> on the foremast, where, the mechanism being a He hoped to be well enough to give evidence on

was a weak oil light, such as one would expect 22nd, at about 10.21, he received a signal the collision had taken place witness left the room at the time. He did not hear the whistle bridge and went to clear away the port life-boat. of the Kinjo-maru and was therefore After she had left the ship's side he then went unaware of the reason for the telegraph. to the starboard boat, and as soon as she was Immediately on receiving the message the He picked up several people ficating in the the parts of the machinery were in perfect order water, and was told by one of the men in the and worked faultlessly. He knew that a boat that the number he had picked up was 28. collision had happened because he felt a slight He returned to the ship with these people and shock at the time. When he knew what had went again round the wreck, but could find no happened he went on deck and assisted in getmore. He then returned to the ship to see if ting the electric light and torches lit. The assistance, on deck, and the captain sont him It was within ten minutes, he thought, of the away again to take mother pull round. Flare moment be received the first signal that he was lights, blue lights, and electric lights were put on deck. The Baralong stood by the wreck all

> · 克克斯·特特·加克斯·斯特·斯克斯·斯特·斯特·斯特·斯特·斯特·斯特·斯特·斯特 IN HOT CLIMATES wages a gurlantisiptic soup is often more a necessity than a luxury. GALVERT'S 20 per cent Carbolic Soap has a ready sale, on account of its m refreshing qualities, and the protection its use gives against mosquito

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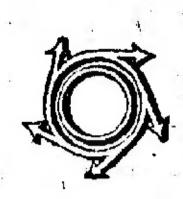
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ARRIVALS. ARCAICIA, British str. 5:454, G. Schmidt, 19th Sert .- Moji and Shimonoseki T3th Sept. -tlamburg-Amerika Linie. Eskag, British str., 1.127, L. A. Muir, 18th Sept ... Trentsin 9th Sept .. Chefoo and Wildmissei 13th; General, . Jarding, Matheson & Co.

FACER DESPREESEN, German str., 632, W. Langechwager, 18th Sept.,-Rollow 17th September, General,-Jebsen & Co. KATANGA, British str., 2,160 Jas McBride, 19th Sept .. - Knel inotzu 12th Sept .. Coal. . . iteni Busenn Kaisha.

KWANGLEY, Chin se ste, 19th September, from Canton.

MINNUSSA. American steamer, 133'23, John Al. Rinder, 1-th September -- Seatle 10th August, General - Nippon Yusen Kaisha. Williaman, German str.: 3,012, Th. Obenauer, 19th September - Yokohama: Stl. Sept. tre meral .- Melchers & Co. Yochow, British str., 1,306, J. H. Brown, 19th Soptember - Shangha toth Sept., General.

CLEARANCES. AT THE HARROUR MASTER'S OFFICE 19th September. Achiller, British str., for Singapore, Chogsang, British str., for Swatow. Elisteliere, British Str., for Augusaki. Louis Villerin, Italian str., for Kwange hanwan. Devar II. Norwegian str., for Samarang. Willehool, German str., for German New Guinea

Batterfield A. Swire

DEPARTÜRES. 10th September. DX SY Norwegian Str., for Canton. EMMA LEVERN, German str., For Seurabaya. BENTS COMMENS Proper Ste, for Europe. HARAN British str., for Coast Ports. HONGKONG, French str., for Hellow, Horsaxa, British str. f r Saigon. MERIOSETUSHURB, Br. str., for Christmas Isld PERIN. Br. tish str., for Bombay. Pupa Nano, German str., for Bangkek SHANTUNG, British str., for Somalmyo. TEAN, British stell for Mani'd

SHIPPING REPORT. The British str. Arculio reports: Had strong. N.E. winds in Formosa Strait. Near Broaker Point heavy rain squalls from N.N E. VESSELS IN DOCK

19th September. ABBRDEEN DOCKS .-SUWLION DOCKS .- Ponape, Holstein, Bullmonth, Likin, Cherub, Doris, Eliz. Rickmers. COSMOPOLITAN DOCK .- Nicomedia.

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THE Steamship

"WILLEHAD." Captain OBENAUER, will leave for above places TO-DAY, 20th inst., at 10 a.m. This Steamer is specially fitted for Passaugers and is installed throughout with the Electric A duly qualified Surgeon and Stewardess are

For Freight or Passage, apply to NORDDEUTSCHER LLOYD, MELCHERS & CO., . Agents.

Hongkong, 15th September, 1905. 1976 FOR SINGAPORE, PENANG AND CALCUTTA.

FITTE Stenmehip

"CATHERINE APUAR," Captain A. Stewart, will be desputched for the above ports TO-DAY, the 20th inst., at 3 P.M. For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents. Hongkong, 18th September, 1995.

COMPAGNIE DES MESSAGERIFS MARITIMES.

FOR SHANGHAL KOBE AND, хокопама.

THE Company's Steamship

"CALEDONIEN."

Captain Gregori, with be despatched for above ports on or about WEDNESDAY, the 20th R For Freight or Pussage, apply to G. DE CHAMPEAUX, Hongkong, 14th September, 1905.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP. TRIRE Steamship

"RADNORSHIRE," will be despatched for the above ports on FRIDAY, the 22nd int. at 5 P.M. For freight and further information apply to SHEWAN, TOMES & CO.,

Agents "Shire" Line. Hongkong, 19th September, 1905. (2157 BRITISH-INDIA STEAM NAVIGATION

COMPANY, LIMITED. . FOR AMOY, STRAITS AND RANGOON. THE Company's Steamship

"PALAMCOTTA," Captain Babb, will be despatched as above on SUNDAY, 24th inst., at DAYLIGHT. For Proglit or Passage apply to JARDINE, MATHESON & CO.,

Agents. Hongkong, 18th September, 1905. [2151

DAMPESCHIFFS.RHEDEREI"UNION" ACTIEN-GESELLSCHAFT. FOR NEW YORK. With Liberty to Call at the Malabar Coast.

PUHE Steamship ... "ALBENGA," Captain Petersen, will be despatched for the above port on or about 10th October.

For Freight, apply to CARLOWITZ & CO., . Agents. Hongkong, 20th September, 1905. 2132 VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section. 4. From Naval Yard to East Point. I. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard.

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LONDON & ANTWERP.	RADNORSHIRE	Brit. str	7.0 0	A TO TO LABOR OF THE TOTAL	P. & O. S. N. Co	About 29th inst.
LONDON & ANTWERP SINGAPORE, &C	CENTON	Brit. str		C. F. Lockstone, R.N.R.	P. & O. S. N. Co	On 23rd inst., at Noon.
				C. D. Goldsmith, R.N.R.	BUTTERFIELD & SWIRE	On 26th inst.
LONDON & ANTWERP, VIA SINGAPORE, CO.	SIMILA	Brit. str	1 m.			
LONDON, AMSTERDAM & ANTWERP	ANTENOR	Brit. str.	I m.	************************	BUTTERFIRLD & SWIRE	A KIEW Offer that
LONDON, AMSTERDAM & ANTWERP	ALCINOUS	Onit atw	2400.1	Bee.	4 - 1 3 (4	
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GENOA, MARSEILLES & LIVERPOOL	ALSTON	Brit. str.				
NEW YORK VIA PORTS & SUEZ CANAL	L SPARCIA	Brit. str	-	Grimes	DODWELL & Co., LD.	About 3rd Oct.
NEW YORK VIA PORTS & SUEZ CANAL	SATSUMA	Brit, str			DODWELL'S CO. DIA TOM	About 10th Oct.
NEW YORK VIA PORTS & SUEZ CANAL NEW YORK, VIA PORTS & SUEZ CANAL	A runner (1A	Gor. str				
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VANCOUVER VIA SHANGHALJAPAN VICTORIA (B.C.) & TACOMA VIA JAPAN	FIBIADLS	Am. Street	. 1	11 01 0 01	BUTTERFIRLD & SWIRE	On lat Oct.
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PORTLAND, OREGON VIA SHANGHAL &C.	NICOMEDIA	Ger, str.		T TE Dindon	Nippon Yusen Kaisha	
SEATTLE, VIA SHANGHAL & JAPAN	MINNESOTA	Am, str		J. II. Million	MELCHERS & Co.	
SEATTLE, VIA SHANGHAL CONTACT ASSESSED	N. WILLERAD	Ger, str		Obenauer	BUTTERFIELD & SWIRE	On 23rd inst.
SEATTLE, VIA SHANGHAL & JAPAN AUSTRALIAN PORTS VIA F. WITHELMSHAFF AUSTRALIAN PORTS VIA MANILA, &C.	CHANGSHA	. Brit. str	· l· m.		GIBB, LIVINGSTON & CO	On 4th Oct., at Noon.
AUSTRALIAN PORTS VIA MANILA TIMO	TE ATSCRALIAN	Brit, str		McArthur	Cilib, Livingston & Caping	On 23rd inst
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STEAM NAVIGATION COMPANY.

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	14	.00		STRAMES		TO SAIL	REMARKS.
	SHANGHAL.		CHU	SAN W. Kenrick, I	R.N.R.)	About 21st September	Freight and . Passage.
	LONDON, Ac.		{ sint	LA		Noon, 23rd September	See Special Advertisement.
	LONDON at VIA SINGAR COLOMBO.	ORE.PEN	ANG, 7 (YLON F. Leckstone,	R.N.R. }	About, 29th September	Passage.
	YOKOHAWA MOJI and K Passing throug	YIA SHAN UBE The the Inia	gHAI, su	NDA I. S. Bradshav	»}	About 30th September	(Freight and Passage.
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	, ,	1110	, •			L. S	LEWIS,
-				w **			Superintendent.
9.5		4111	2-1"				rı .
	Hongkong, 2	Oth Septem	ber, 1905.				

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ROON	191 ***	***	***	***	WEDNESDAY	***	27th September 11th October
BAYERN	111 111	***	***	,	WEDNESDAY WEDNESDAY	***	25th October
ZIETEN PRINZESS A	LICE	• • • •			MEDMESDAX	•*• •	8th November 22nd November
MEDBOARD		1.77			WEDNESDAY	M14.	6th December
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ROON PREUSSEN		***	***	- 1	WEDNESDAY	***	14th February 28th February
ZIETEN	11		***	4 4 4 5	A DIN DODIES	***	

ON WEDNESDAY, the 27th day of SEFTEMBER, 1905, at Noon, the Steamship "ROON," Captain G. Meiners, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NATLES and GENOA. Shipping Orders will be grunted till Noon, on Monday, the 25th September. Cargo and

Specie will be received on Board until 5 P.M., on Tuesday, the 26th September, and Percels will be received at the Agency's Office until Noov, on Tuesday, the 26th September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement, The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

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Hon kong, 14th September, 1905.

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PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION. + SHANGHAI "HANGSANG" Friday, 22nd Sept., 3 P.M. * MANILA "LOONGSANG" ... Friday, 22nd Sept., 4 P.M. TIENTSIN Saturday, 23rd Sept., 2 P.M. *SINGAPORE, PENANG & CALCUTTA "NAMSANG" Tuesday, 26th Sept., Noon. * These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientain, Newchwang and Yangtsze Taking Cargo on Through Bills of Lading to Lahad Datu, Simporna, Tawao, Kudat, Ports.

Usukan, Jesselton and Labuan. For Freight or Passage, apply to Horgkong, 14th September, 1905.

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PROPOSED BAILINGS FROM HONGKONG S'HAL VIO INLAND PORTLAND, OREGON SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO. CAPTAIN STRAMSHIP September 26th, 1905. Wagemann " NICOMEDIA" 4,370 Feldtmann October 14th, 1905. "NUMANTIA"..... 4,370 November 7th, 1905, Metzenthin Through Bills of Lading assued to Pacific Coast Points and a Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate

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Hongkong, 30th August, 1905,

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CHINA AND MANILA®

STEAMSHIP COMPANY, LIMITED.

STRAMBHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	- 2540 2540	R. Rodger A. Notley	Manile. Manila.	Sat., 23rd Sept., Noon. Sat., 30th Sept., Noon.
	1 1 1 1 1 1			

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Houskong, 11th September, 1995.

HONGKONG-NEW AMERICAN ASIATIC STEAMSHIP COMPANY.



FOR NEW YORK VIA PORTS AND SUEZ

CANAL. (WITH LIBERTY TO CALL AT THE MALABAR COAST).

... On 20th October. S.S. "ALSTON" For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS Hongkong, 5th September, 1905.

HAMBURG-AMERIKA

OSTASIATISCHER DIENST.

Then three at through rates to Antwice, Amsterdam, Rottendam, Corenhagen, LIEBON, CHORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

BAILING HATES. DESTINATIONS. . PEAMERS. Freight & SCANDIA | HAVRE, BREMEN and HAMBURG | On 23rd Sept. Passengers .Capt. v. Doebren ((Calling at Singapore, Penang and Colombo) Freight & SILESIA (HAVRE & HAMBURG On 4th Oct. Capt. Bahle (Calling at Singapore, Penang and Colombo) HAVRE, ANTWERP and HAMBURG ... On 10th Oct. Freight. SUEVIA (Calling at Singapore, Penang and Colombo) * SLAVONIA..... (HAVRE, BREMEN and HAMBURG On 18th Oct. Passengers (Calling at Singapore, Penang and Colombo) 5 HAVRE and HAMBURG On 15th Nov. Freight. SENEGAMBIA Capt. Jaburg C.FERD. LAEISZ HAVRE and HAMBURG On 29th Nov. Freight. Capt. v. Hoff NEW YORK VIA SUEZ About 5th Freight. Capt. Haase with liberty to call at the Malabar coast 5 October. VANDALIA * Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amidships. Lighted throughout by electricity. Duly qualified doctors are carried. For Further Particulars, apply to

HAMBURG-AMERIKA LINE HONGKONG OFFICE, No. 1, JOHN'S BUILDING.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON, AUS:

TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON. PHROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL. AMERICAN AND SOUTH AFRICAN PORTS. INHE Steamship

TO RE DESPATCHED

"SIMLA," Captain C. D. Goldsmith, R.N.R. carrying His Majesty's Mails, will be despatched from herefor Bombay on SATURDAY, the 23rd September, at Noon, taking passengers and cargo for the above ports in connection with the Company's 8.8. "Himalaya." 6,898 tops, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (nutler arrangement), will betranshipped at Colombo into the mail steamer proceeding direct to Marseillas and London; other cargo for Loudon, &c., will be convoyed from Bombay by the R.M.S. "Arabia," due in London on the 4th November, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

L. S. LEWIS. Acting Superintendent. Hongkong, 11th September, 1905.

GREAT NORTHERN STEAMSHIP COMPANY.

FOR SEATTLE, VIA SHANGHAL NAGA-SAKI KOBE AND YOKOHAMA (Passing through the INLAND SEA OF JAPAN.)

THIHE Magnificent New Twin-Screw Steam-A ship "MINNESOTA," Tons 20,718 Gross Reg., Captain J. H. Rinder. will sail on SATURDAY, the 23rd September, at NGON, Conveying Cargo to the Pacific Coast, United States and Canadian Over-

land Common Points; also Passengers to the United States, Europe, &c. This Steamer is luxuriously fitted with spacious SUITES and STATEROOMS;

equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS. BARBER SHOP.NURSERY, STEAM LAUNDRY, &c. Special provision is made for the safe transit of SILK, TREASURE and Valuable Cargo; and PARCELS are carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies. Trans-Pacific Cabin Passengers by this line

can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR: MAIL LINES.

For Freight or Passage, apply to NIPPON YUSEN KAISHA. Agents.

Hongkong, 12th September, 1905.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

WITH LIBERTY TO CALL AT THE MALABAR IN HE Steamship

'SENECA," Captain Grimes, due on the 25th Sept., will be despatched as above on the 27th September. For Freight, or other information, apply to STANDARD OIL COMPANY

OF NEW YORK, Oriental Freight Department. (Hotel Munsions, 2nd Floor). Hongkong, 16th Soptember, 105.

COMPAGNIE DES MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO.ADEN EGYPT MARSEILLES, LONDON, HAVRE, BORDEAUX. MEDITERRANEAN AND BLACK SEA PORTS.

HE Steamship

"POLYNESIEN." Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 3rd

October, at 1 P.M. Passage tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in Next sailings will be as follows:

S.S. "CALEDONIEN" ... 17th Oct. S.S. "OCEANIEN" S.S. "SALAGIE" ... 14th Nov. G. DE CHAMPEAUX,

Hongkong, 20th September, 1905. HONGKONG-MACAO LINE

> -S.S. "WING CHAI," Captain T. Austin, R.N.R.

FIHIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M.; and on Sundays at 8.30 A.M.: Depairs from Macao on Week Days about 2.30 P.M. and on Sundays at 5.30 P.M. if tide permits FARES-(week days) 1st Class including cabin

and servant), Single \$3, Return Ticket \$5 2nd Class S1. 3rd Class 50 cents. Every Sunday will be on Excursion, at the

following rates: 1st and 2nd Class, Single Ticket SI, Return. \$2, 3rd Class, Single 30 cents, Return 50 cents, Steerage 10 cents.

Meals can be had on board. Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2. On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for

two or more Passengers, will be charged \$3-First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on producetion of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available

for thefollowing day. The Steamer is lit throughout by Electricity The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Srteet.

MING ON & CO. 2nd Floor, 16. Victor Street. Hongkong, 7th Cetober, 1904.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

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TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH COMMON POINTS IN THE UNITED	BILLS OF LADIN STATES OF AME	G TO AL	LL OVERLANI ND CANADA.
FOR	TWARD.		BAIL.
TLE, TACOMA, and at: PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKOHAMA	"TYDEUS"		lst October. 1st November.
FROM - WES	STWARD. STEAMERS		DUE 30th October.
TACOMA, SEATTLE. VICTORIA and PACIFIC COAST For Freight,	BUTTERFI	ELD 8	SWIRE,
Hongkong, 15th September, 1905.	AG	ents.	(9.10

NAVIGATION LIMITED.

STEAMMER TO BALL.	
on KATRONG" On 22nd September.	
* CONTROL TANDE TANDE CONTROL OF	
VOKOHAMA and KUBE	
MANILA, ZAMBOANGA, PORT	
DARWIN, THURSDAY ISLAND, "CHANGSHA" On 23rd September.	
COOKTOWN, CAIRNS, TOWNS- 5 4 CHANGER	
VILLE, BRISBANE, SIDNET and I	
MELBOURNE On 93rd Sentember.	1
SHANGHAL	F
SHANGHAL	
* The attention of Passengers is directed to the superior accommodation offered by these	
* The attention of Passengers is directed to the superior accommendate. A duly qualified paniers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified	
brigion is carried.	(
+ Taking Cargo on through bills of lading to all Yangisze and Northern China Ports,	
† Taking Cargo on through bills of lading to all Langueze and Ports and other Taking Cargo and Passengers at through rates for all New Zealand Ports and other	
Australian Ports.	ţ
DEDUCED SALOON FARES, SUNGED AND INC.	•
ATISTRATIAN PORTS.	

AUSTRALIAN PORTS. For Freight or Passage, apply to-BUTTERFIELD & SWIRE,

AGENTS. Hongkong, 14th September, 1905.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY. PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA MOJI, KOBE AND YOKOHAMA.

-	Steamer,	Tons.	10	Captain.		Sailin	g Date.	
e e	PLEIADES	9,606		F. G. Puringt E. V. Roberts T. W. Garliek		Saturday, Saturday, Saturday,	October October November	7th 14th 4th
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1 Cargo only.

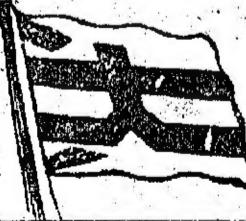
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS. The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

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DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS. Hongkong, 24th August, 1905. ..

OSAKA SHOSEN KAISHA.



REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

W.		SOPPECT TO YE
* TAN	1SUI VIA SWATOW {	THE CO,'S S.S. DAIJIN MARU," H. OHTA
ANI	PING VIA SWATOW {	THE CHARTERED 8.8. "PROMISE" THORSTENSEN

SHANGHAI VIA SWATOW, A. HANSEN AMOY AND FOOCHOW ! "PROTEUS TAMSUI VIA SWATOW

LEAVING. SUNDAY, 24th Sept., at Noon, LEAVING THURSDAY, 21st Sept., at 10 A.M. FRIDAY, 22ud "TRIUMPH Sept., at Noon

SUNDAY, 1st Oct.,

3 at 10 A.M. KRABBE AND AMOY * This Steamer has superior accommodation; for First-class Passengers, and is fitted throughout with electric light. † Taking Cargo on through Bills of Lading to all Yangtsze and Northern Chins Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central. T. ARIMA, Manager. Hougkong, 12th September, 1905.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

1	R.M.S. PROPOS. SAILINGS FROM HONGKONG (SUBJECT TO ALTER MEMPHESS OF JAPAN "6,000 Tens Com. H. Pybus, R.N.R. WEDN "EMPHESS OF CHINA" 6,000 Tons Com. R. Archibald, R.N.R. WEDN "ATHENIAN" 3,882 Tons Com. S. Robinson, R.N.R. WEDN "EMPRESS OF INDIA" 6,000 Tons Com. E. Boetham, R.N.R. WEDN "TARTAR" 4,425 Tons Com. W. Davison, R.N.R. WEDN "TARTAR"	ESDA ESDA ESDA ESDA	Y, 18th Y, 1st Y, 15th Y, 29th	Oct. Nov. Nov. Nov.
	Hongkong to London, 1st Ciass		n,	

WHE magnificent TWIN-SCREW "EMPRESS" STEAMSHIHP passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (E.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Navel Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Bates of Passage and Freight, apply to D. E. BROWN, General Avent Corner Pedder Street and Praya, opposite Blake Pier

JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN

	JAVA,	CHINA AND JAPAN.	and a first of the second of the second
STEAMER	FROM	EXPECTED WILL LEAVE FOR ABOUT	ON OR ABOUT
TJIPANAS.	JAVA	Second half of JAPAN via SHANGHAI	Second half of September First half of
TJIMAHI	JAPAN	First half of JAVA PORTS October	October
TJILATJAP.	JAVA	First half of JAPAN via SHANGHAl October	October

The Steamers are all fitted throughout with Electric Light and have accommodation for limited number of Salcon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading. For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN. To.ephone No. 375. Alexandra Buildings, 3rd Floor. Hongkong, 9th September, 1905.

HIS BRITANNIC MAJESTY'S SHIPS

IN THE CHINA SQUADRON.

Alaerity, despatch-boat, 1,700 tons, 10 guns,

Heaton, Weihalwei

Cane Luard, Yangtsze

Wilkin, D.S.C., Yangisze

Comdr. H. E. Sulivan, R.N., Shanghai

Erne, torpedo boat destroyer, 550 tons, Lieut.

Ettrick, torpedo boat destroyer, 560 tons, Lieut.

Fume, torpedo-bont destroyer, 360 tons 6 guns,

Handy, torpedo-boat destroyer, 260 tons, 6 guns

7,000 i.b.p., Capt. Fawckner, Amoy

Comdr. C. Seymour, Weihaiwei

Itchen, torpedo boat destroyer, 559 tone, Lieut.,

Janus torpedo-boat destroyer, 280 tons, 6 guni

Kinsha, river guntoat, 331 tons, Lieut.-Comdi.

Moorhen, river gunboat, 180 tons, 2 gans, Lieut.-Comdr. F. B. Noble, West River

Otier, torpedo-boat destroyer, 850 tons, 6 gans,

6300 i.h.p., Lt.-Comdr. Kiddle, Weibniwei

i.b.p., Capt. C. H. H. Moore, Singapore

Sutlej. 1st class cruiser, 12,000 tons, 14 guns,

Tamar, receiving ship, 4,600 tons, 6 guns.

Teal, river gunboat, 180 tons, 2 guns, Lieut.

Virago, torpedo-boat destroyer, 360 tons, 6 guas,

Waterwitch, surveying ship, 620 tons, 450 i.h.p.,

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p.,

Woodcock, gunboat: 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Hugh Somerville, Yangtse

Woodlark, gunboat, 150 tons,2 guns, 550 h.p.,

Lient Comdr. J. F. Knox, Yangts

Comdr. A. W. Glennie, surveying

6,300 i.h.p., Lient.-Comdr. J. A. Gregory

guns, 5,900 h.p., Lieut, Comdr. C. E. L.

Lt Comdr. G. B. Spicer-Simson, Yangtazo

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EASILY CURE

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One gives relief. An increasing sale

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21,000 i.h.p., Captain Wm. L. Grant,

E. V. F. R. Dugmore, on Yangtaze

3,900 h.p., Lt.-Comdr. Darwall, Hongkong

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4.000 h.p., Lieut.-Comdr. Cox, Weihaiwei

Comdr. R. H. Bather, Weibniwei

Comdr. Lewin, Weihaiwei

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10,800 h.p., Capt. H. W. Savory, Weihaiwei

Shanghai



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT) Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, BOMBAY. ADEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.) THE Company's Steamship

"PERSIA," Captain Craglicito, will be despatched as above on SATURDAY, the 23rd inst., P.M. This steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight

SANDER, WIELER & CO., Princes' Building. Hongkong, 6th September, 1905.

"BEN" LINE OF STEAMSHIPS. FOR LONDON AND ANTWERP THE Steamship "BENGLOE."

Captain Bee, will be despatched as above on or about the 23rd inst. For Freight or Passage, apply to G1BB, LIVINGSTON & CO., Agents. Hongkong, 14th September, 1905. [2124

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST). PROPOSED SAILINGS FROM HONGKONG.

"SATSUMA" 3rd Oct. " SIKH " 26th Oct. "WRAY CASTLE" ... to follow. For Freight and further information, apply to DODWELL & CO., LD., Agenta Hengkong, 20th September, 1905.

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Manila, Timor, Port Darwin and | Whiting, torpedo-boat destroyer, 350 tons, QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND. TASMANIA, &C.) THE Steamship

"AUSTRALIAN," Captain McArthur, will be despatched for the shove ports on WEDNESDAY, the 4th October, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stowardess are carried. N.B .- To assure the additional comfort of passengers the Steamers of the Company have electric fans litted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO. Agents. Hongkong 13th September, 1905. [2115

HEAD OFFICE-LONDON. RESERVE LIABILITY OF SHARE-HOLDERS£800.00

BANKS

THE CHARTERED BANK OF INDIA

INCORPORATED BY ROYAL CHARTER, 185

AUSTRALIA AND CHINA.

INTEREST allowed on Current Account at the rate of 2'/, per annum on the Daily balances, On Fixed Deposits for 12 months 4 per cent T. P. COUHRANE,

Manager. Hongkong, 18th May, 1905. HONGKONG BAVINGS BANK,

HIHE Business of the above Bank is conducted by the HONGKONG AND SHANG-HAI BANKING CORPORATION. Roles may be obtained on application. INTEREST on deposits is allowed at 3; PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the Hongkong AHD

SHANGHAI BANK to be placed or FIXED DEPOSIT at 4 Pen CENT. por annum. For the Hongkong and Shanghal BANKING CORPORATION: J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1902 THE

Dalny

Port Arthur

TOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880. CAPITAL SUBSCRIBED ... Yes 24,000,000 CAPITAL PAID-UP

CAPITAL UNCALLED 9,910,000 RESERVE FUND...... HEAD OFFICE-YOROHAMA.

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LONDON BANKERS. THE LONDON JOINT STOCK BANK, LIMITED PARE'S BANK, LIMITED. THE UNION OF LONDON AND SMITHS BANK, LIMITED.

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 5%, per arnum 3,000 h.p., Com. R. M. Harbord, Weiliniver Andromeda, cruiser, 12,500 tons, 16 gans, 1,6500

i.h.p., Capt. Nelson Ommanney, Weihaiwei TAKEO TAKAMICHI, Arun, Corpedo boat destroyer, 550 tons, 6 gaus, 7,000 i.h.p., Lieut.-Comdr. R. Henniker Manager. Hongkong, 22nd May, 1905. THE MERCANTILE BANK OF Astraea, 2nd class cruiser, 4,369 tons, 10 gnus, 7,000 i.h.p., Captain Lionel G. Tafaell. INDIA, LIMILED.

Bonaventure, 2nd class craiser, 4360 tons, 10 AUTHORISED CAPITAL£1,500,000 guns. 7000 i.h.p., Cupt. H. H. Toriesse, SUBSCRIBED 1,125,000 PAID-UP Cadmus, British sloop, 1,070 tons, Capt. H. du RESERVE FUND 110,000 BANKERS: Clio, British sloop, 1,070 tons, Captain H. D.

LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at Dee, torpedo bont destroyer, 560 tons, Lient.: the rate of 2% per annum on the Daily balance. Diadem, 1st class cruiser, 11,000 tons, 16 guns,

ON FIXED DEPOSITS :-21/. A. R. LINTON, Acting Manager.

Exe, torpedo bont destroyer, 510 tons, Coundr. A. F. Everett, Shanghai Hongkong, 30th June, 1905. ING CORPORATION

RESERVE FUND-Hart, torpede-boat destroyer, 260 tons, 6 guns, STERLING RESERVE... \$10,000,000 SILVER RESERVE ... 8,500,000

.4000 a.p., Lieut.-Comdr. Richards, Hong-\$18,500,000 Hecla, special torpedo vessel, 6400 tons, 240) h.p., Capt E. F. R. Charlton, Weihaiwei. RESERVE LIABILITY OF PROP'TORS.\$10,000,000 Hogue, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Captain Shortland, Weibaiwei COURT OF DIRECTORS. Iphigenia, 2nd class cruiser, 3,600 tons, 8 gans,

H. A. W. SLADE, Esq.—Chairman. A. HAUPT, Esq. - Deputy Chairman. Hon. C. W. Dickson, | H. Schubart, Esq. E. Shellim, Esq. E. Goetz, Esq. G. H. Medhurst, Esq. N. A. Siebs, Esq. Hon. R. Shewan A. J. Raymond, Esq. F. Salinger, Esq. CHIEF MANAGER

Hongkong-J. R. M. SMITE MANAGER: Shanghai-H. E. R. Hunter.

Rambler, surveying-ship, 583 tons, Comdr. Chas. E. Monro, Bornes CONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Vaughan, West River Sandpiper, river gunboat, 85 tons, 2 gans, 24) HONGKONG-INTEREST ALLOWED. h.p., Liout.-Comdr. H. T. Atlay, Hongkong On Current Account at the rate of Two per Sirius, 2nd class craiser, 3,600 tons, 6 gans, 6,300 Cent. per Annum on the daily balance. ON FIXED DEPOSITS. Snipe, river gun-boat, 85 tons, 2 gans, 240 h.p., Lieut.-Comdr. Ernest W. G. Davidson, on

For 3 months, 21 per cent per Annum. For 6 months, 31 per cent. per Annum. For 12 months 4 per cent. per Annum. J. R. M. SMITH, Chief Manager.

Hongkong, 19th August, 1905. INTERNATIONAL BANKING

CORPORATION. Fiscal Agents of the United States in China the Philippine Islands and the

Republic of Panama. CAPITAL AND SURPLUS AUTHORISED Gold \$10,000,000 CAPITAL PAID UP Gold \$3,250,000 RESERVE FUND ... Gold \$3,250,000 HEAD OFFICE: New York.

LONDON OFFICE: Threadneedle House, E.C. Branches and Agents all over the World. LONDON BANKERS.

NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED, UNION OF LONDON AND SHITH'S BANK,

LIMITED. BRITISH LINEN COMPANY BANK The Corporation transacts every description

of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at the following rates :--For 12 months 4 1/2 per cent. per annum.

H. PINCKNEY,

Manager.

Queen's Road, Central, Hongkong, 20th September, 1905.

BANKS REUTSCH-ASIATISCHE BANK.

AUTHORISED CAPITAL......Sh. Taels 7,500,000 HEAD OFFICE-SHANGHAI.

BOARD OF DIRECTOR, BERLIF. Calcutu, Hankow, Peking. Tienter, Tsinante, Tsington, Yokohama.

Founded by the following Banks and Bankers:--Kornightens Seehandlung (Preussische STAATSBANK) Berlin. DIRECTION DER DISCONTO-

GESELLSCHAFT DEUTSCHE BANK S. BLEICHROEDER BERLINER HANDELS-Heflin. GESELLSCHAFT BANK FUER HANDEL UND INDUSTRIE Robert Warschauer & Co.

MENDELSBOHN & CO. M. A. von Rothschild & Frankfurt a/M. SOEHNE JACOB S. H. STERN NORDDEUTSCHE BANK IN HAMBURG, Hemburg. SAL OPPENHEIM, JR., & Co., Koelo. BAYERISCHE HYPOTHEKEN-UND WECHSEL-

BANK, MURNCHE, LONDON HANKERS: Messrs, N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BEELIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT. INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of

Banking and Exchange business transacted. HUGO SUTER, Sub-Manaper. Hougkong 9th September, 1905.

FRIE BANK OF THWAN LIMITED (INCORPORATED BY SPECIAL IMPERIAL

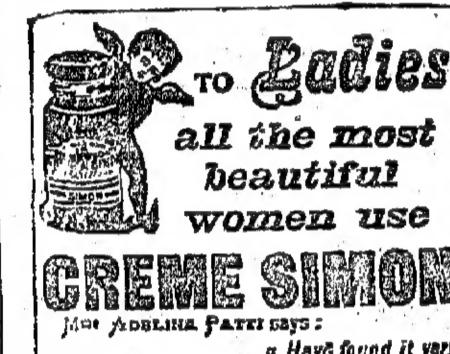
CHARTER CAPITAL PAID-UP 2,500,000

HEAD OFFICE: TAIPER, FORMOSA. BRANCHES AND AGENCIES:

Tainan Tamsui Nagasaki Tokio Osaka Yokobama Shanghai

HONGKONG OFFICE 4. Queen's ROAD. Interest allowed on Current Account. Deposits received on terms which may be learnt on application.

S. SHIGENAGA, Manager: Hongkong, 1st November, 1904.



a Have found it very 🖁 a good indeed p.

SAVON ! POUDRE SIMON & PARFUMS Affolettz - Miliotrops Crème Simon J. SIMON, Chemiste, Hairdressers, Porfumers and Stores. But the Same was a more party and was a second to be described to the second

GRIMAULT & C°



Recommended by eminent Dermatologists and adopted in the Paris Hospitals in the treatment of Ringworm, Acne, Psoriasis, Eczema and Skin diseases generally.

8, RUE VIVIENNE, 8 Paris

THE NEW FRENCH REMEDY

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Johert, Velpeau and others, combines all the desiderata to be sought in a methodic of the kind, and surpasses everything hitherto

Sportzine, often a few days only, removes all discharges from short that, often a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacions, affording prompt relief where other well-tried remedies have been powerless, for impurity of the blood, scurry, pimples, spots, olotelies, pains and swell-links of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsagangla, a.c.; to the destruction of

and all diseases for which it has men too much a rashing to employ mercury, sarshing the fact to the destruction of sufficient texts and ruin of health. This preparation parificults whole system through the blood, and thoroughly climinates every poisonous gratter from the body.

In the property of the body of the property of the body of the property of the body.

distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses as prising power in restoring strength and vigor to the availitated.

Merchants throughout the world. Price in England 2/9 &

Merchants throughout the world. The three numbers is 704/0: In ordering, state which of the three numbers is 70quired, and observe above Trade Mark, which is a facsimile of world "Therapton" as it appears on the British
Government Stamp (in white letters on a red ground)
uffixed to every package by order of His Majesty's Hon.
Commissioners, and without which it is a forgery. Sold by Principal Chemiste, [228

POST OFFICE NOTICES.

Thos.s. Chusan, with the English mail of the 25th, August left Singapore on Saturday, the 16th inst., at 8 a.m., and may be expected here tomorrow, at 6 a.m. This packet brings replies to letters despatched from Hongkoug on July 25th, and the parcelmails closed in London for despatch by the all sea route on the 16th of August, and for despatch overland on the 23rd of August.

Mails for Canton. Samshul and Wuchov are closed on week-days at 7.36 a.m. Sunday the mail for Macao is closed at 8 a.m. On Mails for Namtao, Sanbur, *Konomoon, *Kumchuk, *Samenui, *Wuchow and *CANTON are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m. venings, unless previously notified. No mails are despatched to t.

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Fredrich Wilhelmshafen, Herbertshohe,	result of	Wednesday, 20th, 9.00 A.M.	Cotton Mills-
Matupi, Camarai, Brisbane, Sydney Hobart.	M. Mettellitti	THE CHIESON TO THE CONTRACT OF	Ewo
The second of the Property of			HongkongT
Adelaide and Perth	Schleavia	Wednesday, 20th, 9.00 A.M.	Laou Kung Mow T
White cotton will Cliffill and a property of the contract of t		Wednesday, Zola, Doo A.m.	SoycheeT
	The Carried States of the Control of	Wednesday, 26th, 10.00 A.M.	Dairy Farm
Shanghai, Yokohama and Kobe	Asserted	Wednesday, 20th,	Dairy Partie
		Printed Matter and Sam-	Docks and Wharves-
	1	ples 10,00 A.M.	Farnham, B. & Co T.
	1	Registration 10.00 A.M.	
SHANGHAL, NAGASAKI, KOHE, YOKOHAMA,	<u> </u>	-Registration, with late	H. & K. Wharf & G.
		fee of 10 cents, up to	H. & W. Dock
(Supplementary mail on board up to the	Bulbreau of Judians	10 30 A.M.)	
time fixed for departure of the mail.	7 20	The state of the s	New Amoy Dock S'hai & H. Wharf T
Extra Postage 10 cents.)			100
Extra 1 carage 1.	***	B.O	Fenwick & Co., Geo
A STATE OF THE STA		10 1210 100	G. Island Cement.
		etlers 11.00 A.M.	Hongkong & C. Gas
	Heungshan	Wednesday, 20th, 115 P.M.	Hongkong Electric
Macuo		Wednesday, zota, a.vo r.ar.	Do. New
Singapore, Penang and Calcutta	4 4 423	Wednesday, 20th, 4.00 P.M.	OF TO I Wasserson Contact
Construction of the Constr		Wednesday, 20th, 5,00 P.M.	II I I factority I factority
E . L		Wednesday, zutu, ount ran-	Homericana Law Co.
Fig. 5.11. Care \$40.000		Thursday, 21st, 11.10 A.M.	Hamiltonia Roma Co
Shanghai Moti. Robe and Londands		Thursday, 21st, 1.15 P.M.	Witness & Weterbeat
	**	Friday, 22nd, 930 A.M.	2 200
Canadana Amou and Foognow		[A] = 5 2 1 to 5 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Insurunces-
Themselves and	TT	Friday, 22nd, 1.15 P.M.	Canton
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B. F		23 44 00-31 Q f/3 p 34	
Cebu and Iloilo		7 4 7 3 30 31 0 00 4 31	
W9 3. 3.			Union
Shanghai, Nagosaki, Kobe, Yokohama and	Minnesota	Eaturday, 23rd, 10,90 A.M.	Yangtaze
Seattle		1 1 1	1
Manila	Zafiro	Saturday, Zoru, 10.00 A.M.	Land and Building-
Віявій			Honekonglanding
TO-MORROW.	Tydeus, Chinawo.	Fooksang, Iran. 5th-Serbia,	
TO MULTINATION		Alma Windowsky Malmarkan rolling	Humphrey's Estate

Sale, Household Furniture, Sales Rooms, Mr. Geo. P. Lammert, 2.45 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

	19th September.
OH	1.0NDON
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	- 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.
	Bank Bills, at 4 months sight1/118
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	Pank, on demand.
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O 1	BATAVIA,—On demand

Sovereigns, Bank's Buying Rate ... 10.20 GOLD LEAF, 100 fine, per tael 53,70

ON HAIPHONG.-On demand p.o. p.m.

,	OPIUI	4.		
	•	1	9th 🛭	September.
Quotations are	- Allo	W'ce	net.	to I catty.
Malwa New	\$1100	to	_	per picul.
Malwa Old	\$1190	to		91
Malwa Older	81240	to	_	
Malwa V. Old	\$1300	to	_	+1
Perrian fine quali	v \$1050	to	-	
Persian extra fin	a. 21140	to	-	60 pp . 4
Patna New	\$1010	to	-	per chest.
Paina Old	81050	to	_	2)
Benares New	1985	to	-	7)
Banares Old	81025	to		13

VESSELS EXPECTED.

THE ENGLISH MAIL. The P. & O. str. Chusan left Singapore for this port on the 16th Sept. at 8 a.m., and is due here tomorrow at 6 a.m. THE AMERICAN MAIL

The P.M. str. Mongolia left Yokohama on the 14th Sept., and will arrive at Hougkong on the 28th Sept.

THE GERMAN MAIL. The L.G.M. str. Roon left Kebe via Nagasaki and Shanghai en Sunday, the 17th Sept , p.m. and may be expected here on Tuesday, the 26th

Sept. a.m. Sty. Zielen left Colombo on Saturday, a.m., and may be expected here on Wednesday, the 27th Sept. THE CANADIAN MAIL.

The C.P.R. str. Empress of China arrived at Yokohama at 4 p.m. on Sunday, the 17th Sept., and left again at 2 p.m. on Monday for Kobe, where she was due to arrive at 2 p.m. yesterday. MERCHANT STRAMERS.

and the Straits, left Singapore for this port on Imperial Arsenals; the Imperial Railway; the 14th Sept. at 5 p.m., and may be expected here to-day.

The Ben Line sir, Benreaue, from Autworp and I ondon, left Singapore on the 17th Sept. The H.A.L. str. Bornssie, from Hamburg, China, Korean ports and America. for this port.

left Singapore for this port on the 18th Sept., p.m. and may be expected here on the 24th Ochi, Shinnew, Namazuta and Kami-Yamada Sept. at daylight.

for this port via the Straits on the 17th Sept., best Buzen Coal. and may be expected here on the 2nd Oct. The str. Satsuma sailed from New York on and Yashiromachi Coal (Karatsu).

the 5th June. 5th Aug. for China and Japan.

The str. Lothian left Liverpool on the 2nd Sept. for this port via the usual ports of call. The Boston S.S. Co.'s str. Shawmut left the Sound on the 6th Sept. for usual ports.

STEAMERS PASSED THE CANAL. Aug. 22nd-Oanfa, Sophie Richmers, Neilly, Jaureginberry, Ohio. 25th-Caledonien, Scharn- the East is now produced in abundance and horst. 29th Benvenue, Glenesk, Howick Hall. Palma, Chazee. 1st Sept .- Segovia, Borussia,

JUINT STOCK SHAKES.

	aolar sro		ALLEY COLUMN
	Ho	ngkong,	19th September.
-	COMPANY.	Paid UP.	QUOTATIONS.
	Alhambra	\$200	\$100.
١	Banks-		7 V
	Hongkong & S'hai.	\$125	\$900, buyers London, £90.1
	National B. of China	0.5	\$38, buyers
1	A. Shares	£5	\$7. buyers
	Bell's Asbestos E. A	\$12	811.75.
	China Light & D. China		\$10.
	China Light & P. Co China Provident		\$9, sellers
1	Cotton Mills-	i = 4	4
-	Ewo	T1s, 50	Tis. 52, buyers
	Hongkons		\$149, motters
	Hongkong International	Tls. 75	T10, 44
•	Laou Kung Mow	Tla. 100	Tls. 57 buyers
	Soychee	Tls. 500	1 13. Zan, buyo
•	Dairy Farm	\$6	\$17, nales & l
•	Docks and Wharves-	_	1,
•	Farnham, B. & Co.	Tls. 100	Ms. 140, buyo
	H. & K. Wharf & G	\$50	\$101, buyers
D.	H. & W. Dock	\$50	\$101, sellers
	New Amoy Dock	\$63	
n	S'hai & H. Wharf.	Tle. 100	Tle, 185, buy
,	Fenwick & Co., Geo.	1	\$28. \$251.
	G. Island Cement.	\$10	328, sales & se
	Hongkong & C. Gas.	. 4.210	\$175, buyera
ŀ.	Hongkong Electric .	\$10	\$15, sales &
	Do. New	. \$0	
t.	H. H. L. Tramways:	40 1 / 6/1	\$210, huye.s
1 .		2 - 11	1 mt 1 4 ft

\$50 \$335, buyers Canton \$20 \\$86, buyers China Fire..... \$25 | \$80, sohers China Traders \$50 \$356, sales Hongkong Fire North China £5 1 la. 82. \$100 | \$785, huyers Union \$60 | \$1721 Yangteze Land and Building-HongkongLandInv. Humphrey's Estate Drawing of Debentures. Hougkong Club, Formost. 8th-Ajax. Kintuck, Manningtry,

\$50 \$146, buyers

\$50 : \$152.

\$10 | \$14, sales

\$25 | \$237; sellers

\$10 \$121, sales & buy. Chatham, Senegambia. 12th -Benalder, Dar-Kowloon Land & B. Shaughai Land Tls. 50 Tls. 122 danus, Glenlocky, Kouang Si, Oceanien, Prinz WestPoint Building Mining-Charbonnages Fcs. 250 | \$40. 18/10 | \$61, huyers Raubs.... Philippine Co.

Refineries-\$100 | \$230, sales China Sugar \$100 \$17, sallers Luzon Sugar Steamship Companies \$25 | \$20, sellers China and Manila... \$50 \$35, buyers Douglas Steamship. H., Canton & M..... \$15 \$201, buyers £10 \$53, sollers Indo-China S.N. Co. 21 21s., buyers Shell Transport Co. £10 | £8 10s. Do. Preference... \$10 .\$33, sellers Star Ferry..... \$25, calle. -Do. New.... Shanghai & H. Dyeing

South China M. Post. \$20, rellers Steam Laundry Co... \$3 - \$74, buyers Do. Stores & Dispensaries Campbell, M. & Co. \$3G. \$114, buyers Powell & Co., Wm. \$101. buyers Watkins,.... \$10 | \$7, sellers \$10 . \$14, buyers Watson & Co., A. S.

United Asbestos

HIGH WATER.

Do. Founders..... VERNON & SMITH, Brokers.

\$4 . \$9, buyers

LOW WATER.

29.75

Patce

PER CASE

1 Dc2.

HONGKONG THE TABLE.

From 20th to the 26th Santomber. To correct Zone Time add 23 min, and 18 sec.

Par of Week.	Mouth	Hor Mean				Hie	ght.	•	Hot Meut	ngk u T	ong imi	ć e.	Hel	ght
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Sat.	23	ın	30 1	24 5	<u>.</u>	6	35		161	11	3)	24	2	5
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Highest open air Temperature on 18th .. 85 85

Lowest open air Temperature on 18th ... 73 77

MESSRS. FALCONER & Co.'s REGISTER, 19th Sept.

Barometer 9 A.M., 29.81 Therm. (Wotbulb) 9 A.M.69

Barometer 1 P.M., 29.75 Therm. (Wetbulb) 1 P.M.71

Barometer 4 P.M...29.73 Therm. (Wetbulb) 4 P.M.71

Thermom. 9 A.M ... 77 Therm, Maximum79

WHITE HORSE CELLAR

WHISKY

The White Horse Cella

Edinburgh

THE NOTED BRAND

OF THE

OLD COACHING DAYS.

CRAWFORD

SOLE AGENTS:

Hongkong, 6th April, 1905.

Thermom, 1 P.M. 79 Therm. Minimum over

Hongkong Observatory, 19th Sertember. MARUNO-UCHI. TOKIO. Previous Day On Date at | On Date Cable Address, "IWASAKI," 10 a.m. which applies to all Branch Offices and Hong-29 82 parometer Temperature

> Hamidity Wind Direction

Weather

PRICE.

PER CASE

LANE,

Force ...

kong and Shanghai Agencies. Al. ABC 5th Edition, Western Union Codes All Letters Addressed:-MANAGER, MITSU BISHT Co., with name of place under:

(MITSU BISHI CO.)

Heinrich, Tiberius. 15th-Calchas, Poona.

ARRIVALS AT HOME.

PASSENGERS.

ARRIVED.

Por Willehad, from Yokohama, Dr. T. A.

Per Minnesota, from Seattle, Mrs. and Miss

Bowes, Mr. B. F. Whipple, Miss F. Montgomery.

Miss Helen I. Childs, Mrs. A. Abt, Mrs. J.

Hamilton Lewis, Miss D. Foshay, Judge and

Mrs. W. S. Giffin, Mr. and Mrs. H. W. Wilder,

Master Wilder, Miss J. McCullom, Mrs. W. B.

Walker and infant, Mrs. W. E. Keyes, Miss B.

Shaffer, Messra. S. McClintock, J. Anderson.

Mis. A. C. Whipple, Miss O. Liddell, Miss E.

I. Gray, Mr. O. G. Elder, Miss F. Grayum,

Miss M. O'Leary, Mr. C. A. Williams, Miss M.

Gilman, Messra. Cli. Storms, W. I. Hutchinson.

J. B. Boutelle, D. G. May, Mr. and Mrs. Schel.

and child, Mrs. Evons and child, Messrs. H. E.

Kurma, A. Bastein, C. G. Mackie, Mrs. J. Bl

Milton, Miss Milton, Messrs, Eda Silvia, W. B.

Walker, A. G. McPherson, and Dr. J. H.

Fitzbutler; from Yokohama, Capt. Howard,

Capt. O. B. Meyer, Mrs. M. A. Widden and 2

children. Lieut. Irwin, Mrs. N. E. Irwin and

child, Mrs. and Miss Wakefield; from Kobe,

Messrs, T. F. Hough, A. F. Armstrong, Major

DEPARTED.

Miss Relicca Ebrlich, Miss Clara Marcowit ob,

Mr. and Mrs. Bornand, Messrs. Hamon and

Prigent; for Singapore, Messra, W. A. Dowly,

Karl Pelsterer and Richard Pelsterer; for

Bombay, Mr. M. A. Cuder; for Colombo, Messrs.

A. J. MacPherson, C. Rebier, and E. A.

(Hillespin; for Marseilles, Mesers, Bartolome

Velase, J. T. Turner, Leon, Pedro Redrigues,

E. P. Point, Fourmen, Chevalier, Mrs. Dulot,

Messrs. Lenof Lupi and T. Preisig, and Mrs.

Per Ernest Simons, for Saigon, Mr. Ohlsen,

D. S. Stanley, and Mr. J. W. Dorris.

Célestine Rodregues.

Prinz Heinrich, Sydney, Acilia, Lothian.

Sept. 15th-Brisgavia, Nordpol.

BRANCH OFFICES:-NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.

AGENCIES:-SHANGHAI: H. J. H. TRIPP. HONGKONG: H. U. JEFPRIES. MANILA: MACONDRAY & Co.

CHINKIANG : GEARING & Co YOKOHAMA: M. Asada. CONTRACTORS OF COAL to the Im-The Indo-China str. Namsang, from Galentia perial Japanese Navy and Foreign Navies; the

Sanyo, Kiushu and the other Principal Rail ways: Industrial Works; Home and Foreign Mail and Freight Steamers. EXPORTERS OF COAL to Hongkong. Shanghai, Hankow, Singapore, Manila, North

SOLE PROPRIETORS of Takashima. Collieries and also Hojo Colliery, which will The Indo-China str. Kutsang left Calcutta shortly be ready to produce on a large scale the Sole Agents for Kigio, Komateu (Tagawa)

The Head and Branch Offices and the Agen-The str. Lowther Castle left New York on the cies of the Company will receive any order for Coals produced from the above Collieries. Coal sold in 1904 by the Company amounted

to 1,520,000 tons. TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this wellknown best and most economical steam Coal in can be supplied in any quantity. Hongkon, 15th February, 1905.

NOTICES TO CONSIGNEES FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ANDALUSIA." Captain Filler, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignsture by the Undersigned and to take immediate delivery of their Goods from

alcugside. Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be lauded into the Godewns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st just, will be subject

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst. at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 14th September, 1905. | 2125 BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA, FROM TACOMA, VICTORIA. HAMA, KOBE, MOJI, AND MANILA

FITHE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersigns. ture and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in any case whatever.

Hongkong, 12th September, 1905. NOTICE TO CONSIGNEES.

DODWELL & CO., LD.,

FROM SOURABAYA AND PROBOLINGO.

STEAMSHIP "BLACKHEATH." IN HE above Steamer having arrived, Consigness of Cargo are hereby requested to send in their Bills of Lading for countersignsture and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD. Agents. Hongkong, 15th September, 1905. |2137

OCEAN STEAMSHIP COMPANY, LIMITED, CHINA MUTUAL STEAM NAVIGA-

TION COMPANY, LIMITED. CONSIGNEES per Company's Steamer

"DIOMED," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., where in both cases it will lie at Consignees' risk. 'The Cargo

will be ready for delivery from Craft or Godown on and after the 19th inst... Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 22 ad inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 22nd inst. will be subject to rent. All Claims against the Steamer must be FITHE Steamship presented to the Undersigned on or before the With inst., or they will not be recognised.

No Fire Insurance has been effected. BUTTERFIELD & SWIRE. Agents. Hongkong, 15th September, 1905. 9-10

PORTLAND AND ASIATIC STEAM-SHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "NICOMEDIA. FROM PORTLAND (OR.), YOKOHAMA KOBE, AND MOJI.

VETRE above Stemmer having arrived, Consigness of Cargo are hereby requested to send in their Bills of Lading for connersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Veseel

will be landed and stored at Consignees' risk No Fire Insurance will be effected by us in any case whatever. S. SILVERSTONE. Acting General Agent.

Hougkong, 18 h September, 1905.

AUSTRIAN LLOYD'S STEAM NAVI GATION COMPANY. NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID. SUEZ, ADEN, BOMBAY, COLOMBO,

PENANG AND SINGAPORE. /HE Company's Steamship "SILESIA," having arrived, Consignees of Cargo are hereby

informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained. This Vessel brings on Cargo :-From Zanzibar ex s.s. Koerber, transhipped

at Aden. From Constantinople ex s.s. Helios, transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Goldwas, and all Claims must be sent in to the Office of the undersigned before Noon, on the 24th inst., or they will not be recognised. No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the 24th inst will be subject to rent. Bills of Lading will be countersigned by SANDER WIELER & CO.,

Hongkong, 18th September, 1905.

HONGKONG, CANTON, STEAMERS.

JOINT, SERVICE OF THE HONGKONG, CANTON AND MACAU STEAM HOLT.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones, S.S. "POWAN, 2,338 tons, Captain G. F. Morrison, R.N.E. S.S. "FATSHAN," 2,260 tons, Captain R. D. Thomas, S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd, S.S. "KINSHAN," 1,995 tons, Captain J. J. Lossius,

Departures from Hongkong to Canton daily at 8,30 a.m. (Sunda excepted), 9 p.m. and 10,30 p.m. Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 6 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River Special attention is drawn to their Superior Salcon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on weekdays at 2 p.m. Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.

CANTON-MACAO LINE.

8.8. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.r..

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAR CO., LD., THE CHINA NAVIGATION CO., LD., AND THE

INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. " SAINAM," 588 tons, Captain W. A. Valentine. S.S. "NANNING," 569 tons, Captain C. Butchart. One of the above Steamers leaves Canton for Wuchow every. Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchew for Cauton on the same days at 8.30 a.m. Round trips take about 5 days, These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the-HONGKUNG, CANTON AND MACAO STEAMBOAT CO., LD. Hotel Mansions (First Floor), opposite the Hongkong Hotel;

Or of BUTTERFIELD & SWIRE. Agents, CHINA NAVIGATION CO., LD.

WHISKIES PEERLESS SCOTS

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

5 Star, Liqueun-Exquisite, best in the World for Club or Private use at biop drinking rank, Smoky Stuff, because "it comes through the SODA. Try Haid & Haid's WHISKIES; pure, mellow matured, non-smoky, delicate flavour

F. BLACKHEAD & Co.

NOTICE TO CONSIGNEES.

BARBER LINE OF STEAMERS.

THE STEAMSHIP "WRAY CASTLE,"

✓ NOIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ld., at Kowloon, whence and/or from the wharves

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

sented to the Undersigned on or before the 28th inst., or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will

No Fire Insurance will be effected. Bills of Luding will be countersigned by DODWELL & CO., LD. Agents.

NOTICE TO CONSIGNEES.

"FLINTSHIRE." Captain G. C. Cundy, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at

No Claims will be admitted after the Goods undelivered after the 24th inst. will be subject

to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 2 P.M.

Bills of Lading will be countersigned by BHEWAN, TOMES & CO.,

Hongkong, 18th September, 1905. [2158

"THE FAST OF ASIA."

Profusely Illustrated, descriptive of the people, Customs, &c., of the Far East. The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of

On Sale at "NORTH CHINA HERALD OFFICE. Shanghai; MESSIS KELLY & WALSH, Hongkong:

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TO ONGKONG HIGH-LEVEL TRAM-II WAYS COMPANY, LIMITED: IN LIQUIDATION.

TIME TABLE.

7.00 a.m. 7.30 a.u. to 2.00 a.m. ... Every 10 minutes. 8.00 a.m. to 8.30 s.m. ... Every 15 minutes... 8.30 a.m. to 9.30 a.m. ... Every 10 minutes 9.80 a.v., to 11.00 a.m. ... Every 15 minutes. 11.30 s.m. to 12.45 p.m. ... Every 15 minutes. 12.45 p.m. to 1.15 p.m. ... Every 10 minutes. 1.15 p.m. to 1.46 p.m. ... Every 15 minates. 1.45 p.m. to 2.15 p.m. ... Every 10 minutes.

5.00 p.m. to 8.00 p.m. ... Every 10 minutes... NIGHT CARS. 8.45 p.m. & P.00 p.m., 9.45 to 11.15 p.m., every & hour.

2.15 p.m. to 3.00 p.m. ... Every 15 minutes...

3.30 p.m. to 5.00 p.m. ... Every 15 minutes.

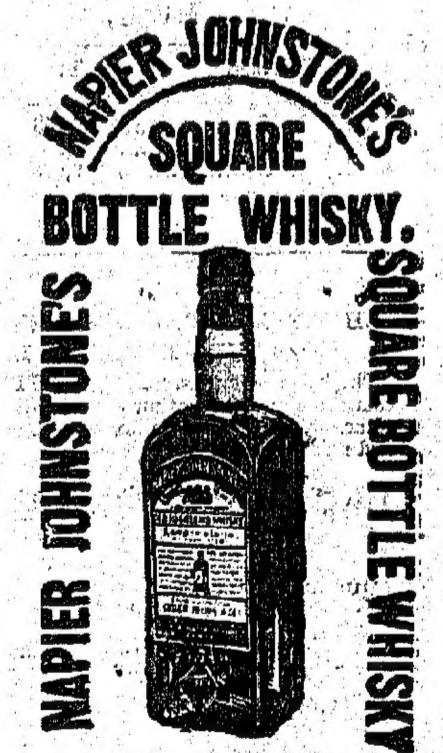
HATUKUA18. Extra cars at 11.30 p.m. and 11.45 p.m. BUNDATE. 8.00 a.m. to 9.00 a.m. ... Every 15 minutes.! 9.00 a.m. to 9.80 a.m. ... Every 30 minutes. 9.30 a.m. to 10.30 a.m. ... Every 15 minutes.

10.30 s.m. to 11.00 s.m. ... Every 10 minutes. 12.00 Noon to 1.00 p.m. ... Every 10 minutes. 1.00 p.m. to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 6.00 p.m. ... Every 10 minutes. 6,00 p.m. to 7.00 p.m. ... Every 15 minutes. 7.00 n.m. to 8.00 p.m. ... Every 10 minutes. MIGHT CARS at 8.45 pm. & 9.00 p.m., 9.45 to

SPECIAL CARD by arrangement at the Company's Office, Alexandra Buildings, Des Vous Rond Central .. HN D. HIMPHREYS & SON.

11.15 p.m., every half hour.

Liquidators. Hongkong, 13th July, am 5



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LANE, CRAWFORD & CO. HONGKONG

THE Undersigned GENERAL AGENTS A in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STIAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from

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NATAL LINE OF STEAMERS.

CALCUTTA for CAPE PORTS every forti ight. For Freight and further particula s,

Hougkong, 4th August, 1898

Printed and Published by BERTHAM A. HALM for the Concerned, at 10A, Des Voeux Roads

Once tried, preferred to all others. Sole Agents for Hongkong:

NOTICE TO CONSIGNERS.

FROM NEW YORK.

delivery may be obtained.

All Claims against the Steamer must be preexamined on the 25th inst., at 3 P.M.

Hongkong, 16th September, 1905.

FROM LONDON AND STRAITS

their risk into the Godowns of the Hongkong and Kowloon. Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees risk and expense. have left the Godowns, and all Goods remaining

No Fire Insurance has been effected.

(Published Quarterly.) NONTAINING Articles of Special Interest

the sterling merit of the publication.

Native Community.

Documents translated from or into Classia Colloquial Chinese.

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